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THE FINEST CAR OF ITS CLASS IN THE WORLD

MEETING THE DEMANDS OF THE INDUSTRY

GIRLING DIRECT ACTING TYPE DAMPERS

This type provides a light, compact, efficient and inexpensive means of damping out road shocks. Fluid displacement is large, and the damper is designed for long life. A rebound stop is incorporated as a standard feature. It is available with a working stroke of from 3 to 10 inches. The diameter of the piston is one inch. Either stem or eye mounting can be supplied at either end as desired.

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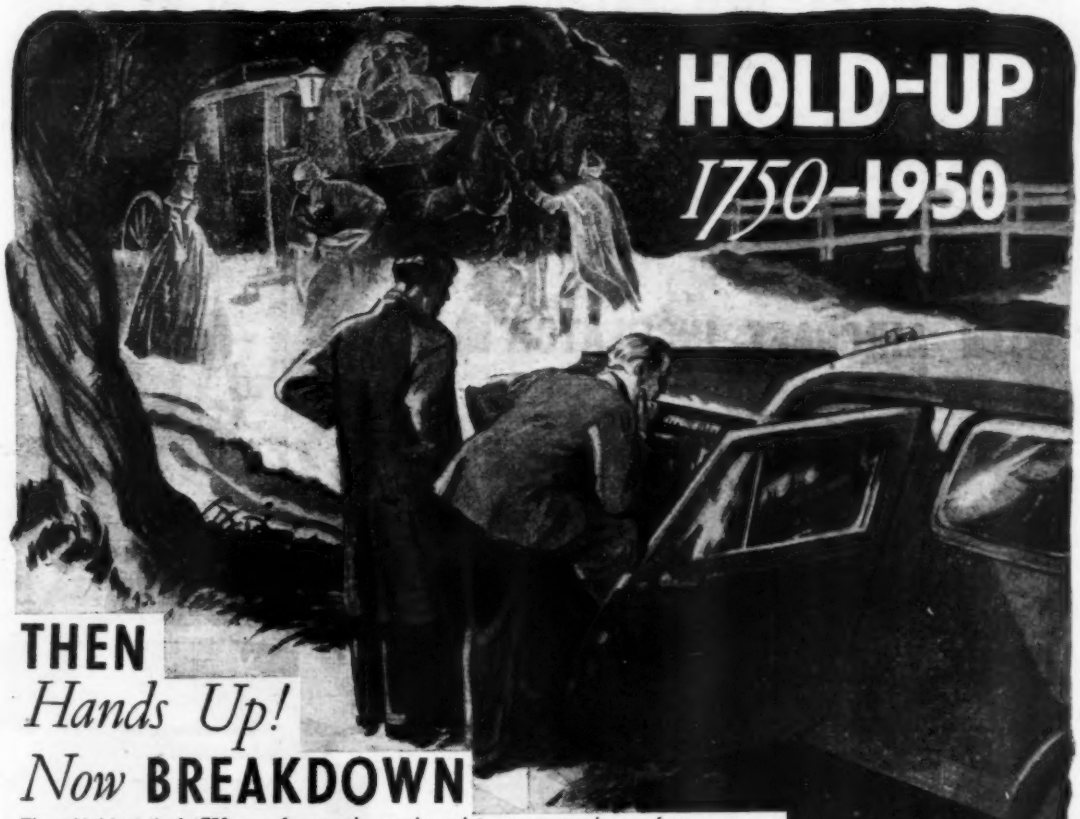

THEN *Hands Up!* *Now* BREAKDOWN

The "Hold-up" of 1750 was frequently conducted in an atmosphere of courtesy—an element entirely absent in the modern breakdown, frequently one's own fault and totally unnecessary. There's no need to run the risk of your car letting you down on some lonely stretch of road. Before you set out on a long or difficult run, have it serviced at the nearest TECALEMIT Official Station. Then you'll know that not a single detail affecting its efficiency and appearance has been overlooked. With everything in smooth running order, you can drive confidently, and avoid the expense of breakdowns, delays and repair bills. Pay a visit regularly to your nearest Tecalemit Station displaying the well-known Target & Arrow Sign . . . there is at least one near your own home.

OFFICIAL TECALEMIT SERVICE

THE MAIN POINTS OF TECALEMIT SERVICE

1. **CHASSIS:** New Lubricant injected into the heart of EVERY Bearing, forcing out old dirty grease.
2. **SPRINGS:** Every leaf sprayed with Graphite Penetrating Oil. Body squeaks eliminated
3. **ENGINE, GEAR BOX & BACK AXLE:** Drained, flushed and refilled with correct grade of oil, and oil filter Element cleaned or renewed.
4. **BODYWORK:** Washed and polished. Metal work, screen and windows polished.
5. **BRAKES & STEERINGS:** Carefully inspected, adjusted and tested.
6. **TYRES:** Inspected for cuts and wear: inflated to right pressure. Storage battery tested and "topped up."
7. **RECORD:** Every job recorded in a special book provided—proof of work well and thoroughly done.
8. **REMINDER:** You are informed by mail when your car is again due for Tecalemit Service.

LUBRICATION AND SERVICING EQUIPMENT
For every Industry
METERING AND FILTRATION

TECALEMIT
The Authority on Specialised Maintenance
BRENTFORD · ENGLAND

272/A.

MORE MILES PER GALLON

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WITH AIRCRAFT INSULATOR

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QUICK, CERTAIN STARTING

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MADE BY GENERAL MOTORS

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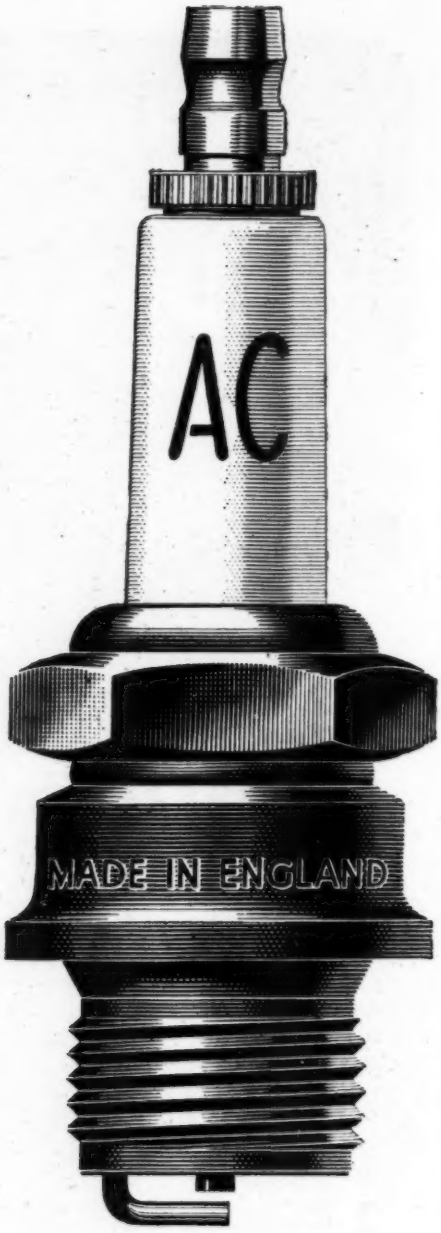

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AC SPARK PLUGS

C5

BRITAIN'S CARS ARE FITTED WITH COMPONENTS *by* WB

1. Bumpers.
2. Over-riders.
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8. Ash Trays.
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11. Petrol Locking Caps.
12. Dovetails.

The Wilmot-Breeden system of hydraulic-electric control of the raising and lowering of windows and hood, and the fore and aft adjustment of seats. Each operation is controlled by push-buttons on the dashboard and actuated by a master hydraulic pump.

WILMOT-BREEDEN LTD

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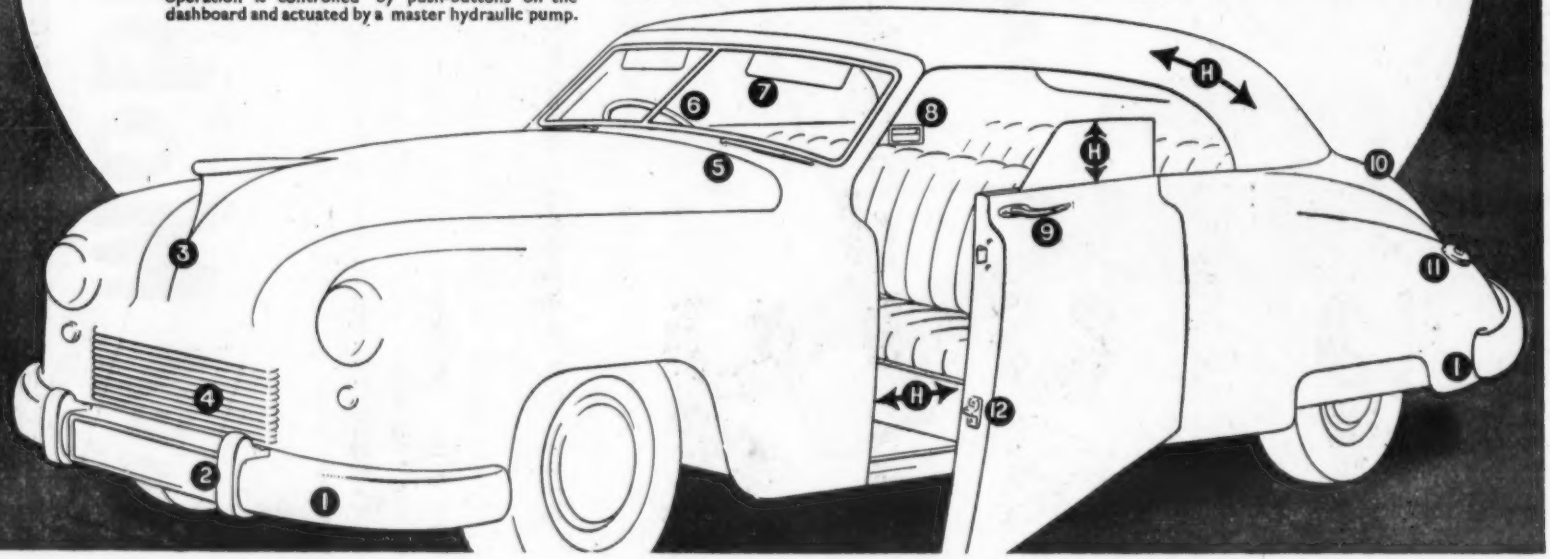

VACUUM FIRST WITH THE OIL OF THE CENTURY

Now, when longer runs and warmer days will soon put engines to the test, is the time to be rid of that winter-weary oil.

So do not delay. Ask your garage to drain and refill your engine with the correct grade of New Mobiloil. Do it to-day and you can drive with new confidence, knowing that the detergency of New Mobiloil is keeping your engine clean . . . safely removing harmful deposits . . . putting power up, and keeping repair bills down.

*** DETERGENCY**

Science's great new aid to lubrication

Detergency is the ability to clean. Compare it with washing dirty hands with soap and water. Your hands are cleaned but a ring of dirt is formed around the sides of the basin. But if the detergent has the ability to hold the dirt in suspension, it does not settle on any part of the basin, but is carried away when the water runs to waste.

New Mobiloil contains a detergent which *has* the ability to disperse and hold in harmless suspension engine deposits that would steal power were they to cling to moving parts.

NEW **Mobiloil**

Regd. Trade Mark

VACUUM

THE MOST MODERN DETERGENT MOTOR OIL

VACUUM OIL COMPANY, LIMITED, LONDON, S.W.1

ROVER

made history with their new

TURBO CAR

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made the

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used for such vital parts as

DISCS AND TURBINE BLADES

COMBUSTION CHAMBERS AND INTERNAL DUCTING

The Nimonic Alloys

made the gas turbine a reality

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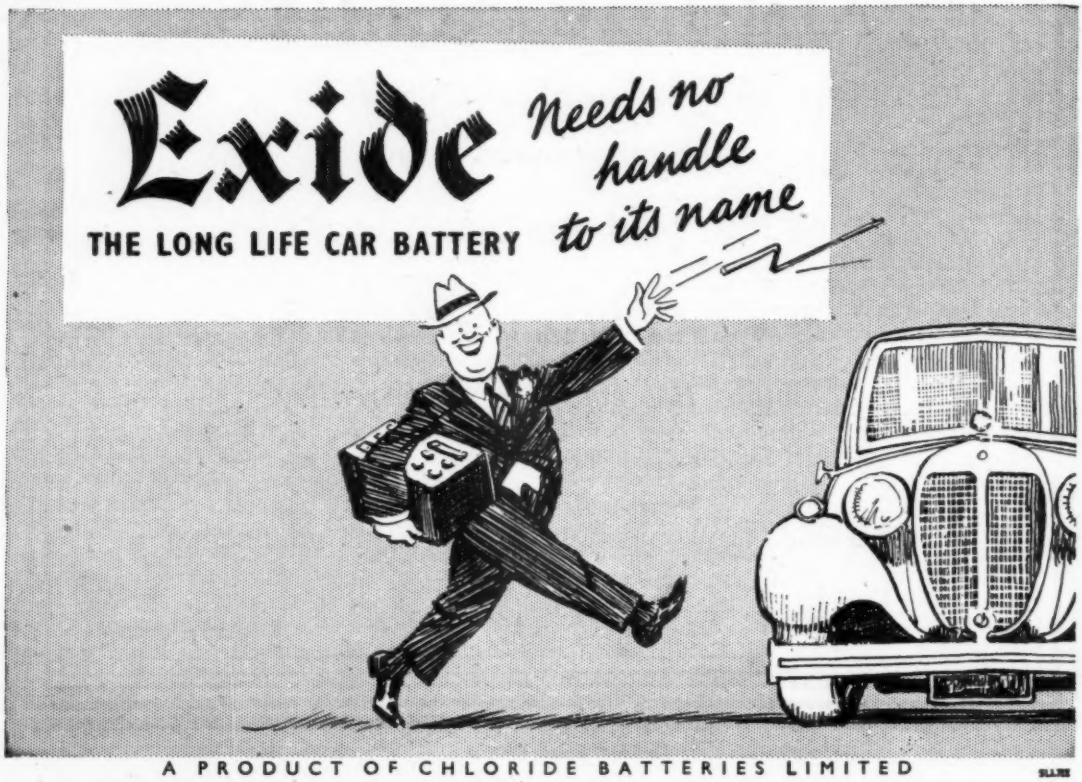

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COACHWORK ACCESSORIES

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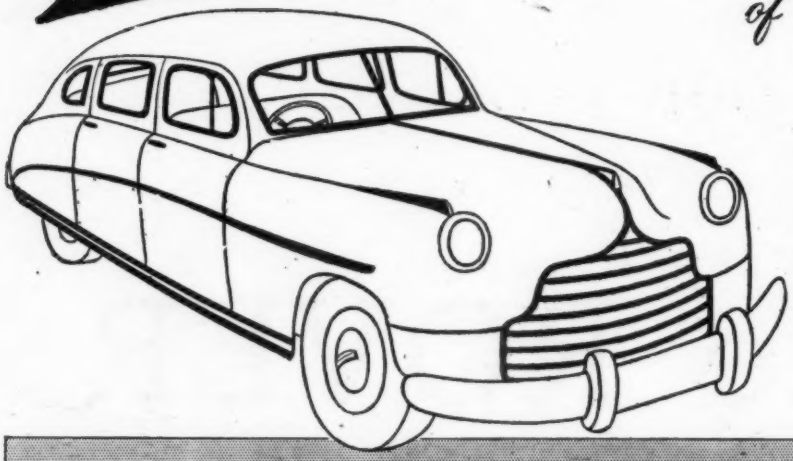

Windscreens, Ventilating Door Panels, Louvre Ventilators, Adjustable Seats, Door Silencers, Self-aligning Hinges, Rolled Metal Sections, General Body Fittings.

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Terms: Cash with order or C.O.D. up to 15 lb. weight. Send for free accessory list.

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20/1,000 thick.

52in. × 24in.	13/9
26in. × 24in.	7/6
17in. × 24in.	5/-

Post 9d.

JAGROSE Super FIRE EXTINGUISHER

Pump action 2½-pint capacity with wall bracket. Limited supply **25/-**
Post and packing 1/3

Why pay More? Save on your OIL

For OVER 26 YEARS THOUSANDS OF SATISFIED MOTORISTS HAVE USED ONLY—

Carr. 4/-.
1 Gallon Tins 6/-. Post 1/6.

RETREAD TYRES Fully Guaranteed

Size	Your own cover re-treaded for	Complete tyre only first-class cases used	New Inner Tubes
3.50x19	22/-	—	8/-
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4.50x17	31/3	—	13/-
4.50x18	31/9	—	13/-
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5.00x16	35/-	42/6	13/-
5.25x16	37/-	44/6	13/-
5.50x16	40/4	47/10	13/-
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6.00x16	46/-	55/6	17/6

Casings for Retreading must be in first-class condition. These are stock sizes. All others quoted for per return.

Carriage on tyres, 1/6. Tubes 9d.

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Clips into pocket like a pencil
Post 6d. Each **4/6**

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Remove sparking plug, fit pump and inflate tyres whilst engine runs. Adjustable to fit 14 and 18 mm. plugs.

18/- each
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Fully Guaranteed. For regular use of Starter and Lights.

Type	Volts	Amps	Size in inches	Price
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Packed in Crate and carriage 7/6.

There is a Jagrose battery to suit every car. Quotations per return.

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2-piece covers to fit car bucket seats, in Brown or Maroon Stockinette.

Under 10 h.p. car per seat ..	14/-
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No damage to bodywork. Straps on. Suitable for trunks.

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Carr. 2/-.

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Small 28/-. Large 32/-.
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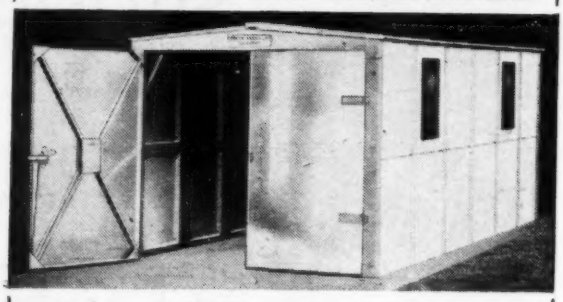

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NO DIMENSIONS OF CAR NECESSARY

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(Manufacturers of the well-known Berkshire Electric Windscreen Wiper)

The Pump with the **Roller Action** Foot Pedal...

Original in design—unusually smart in finish—smooth in action—long in service. Such features gives to Masterpiece Pumps exclusiveness and ready selling-power. All three types—Hurricane, Whirlwind and Jet—have the Roller Action Foot Pedal and the universal connection which fits motor, motorcycle and cycle valves, this in itself is sufficient to place the Pump in a select class of its own.

Place your order with your nearest garage or accessory dealer now

PRICES: Jet, 19/11, Whirlwind 24/6, and Hurricane 31/6

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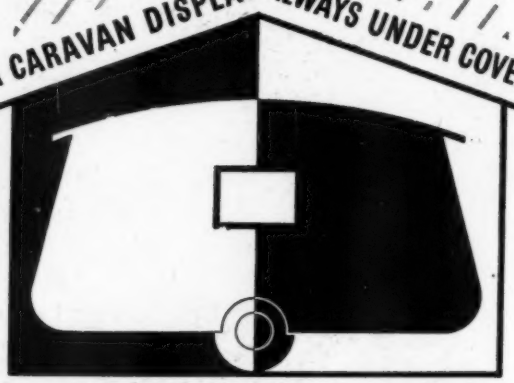

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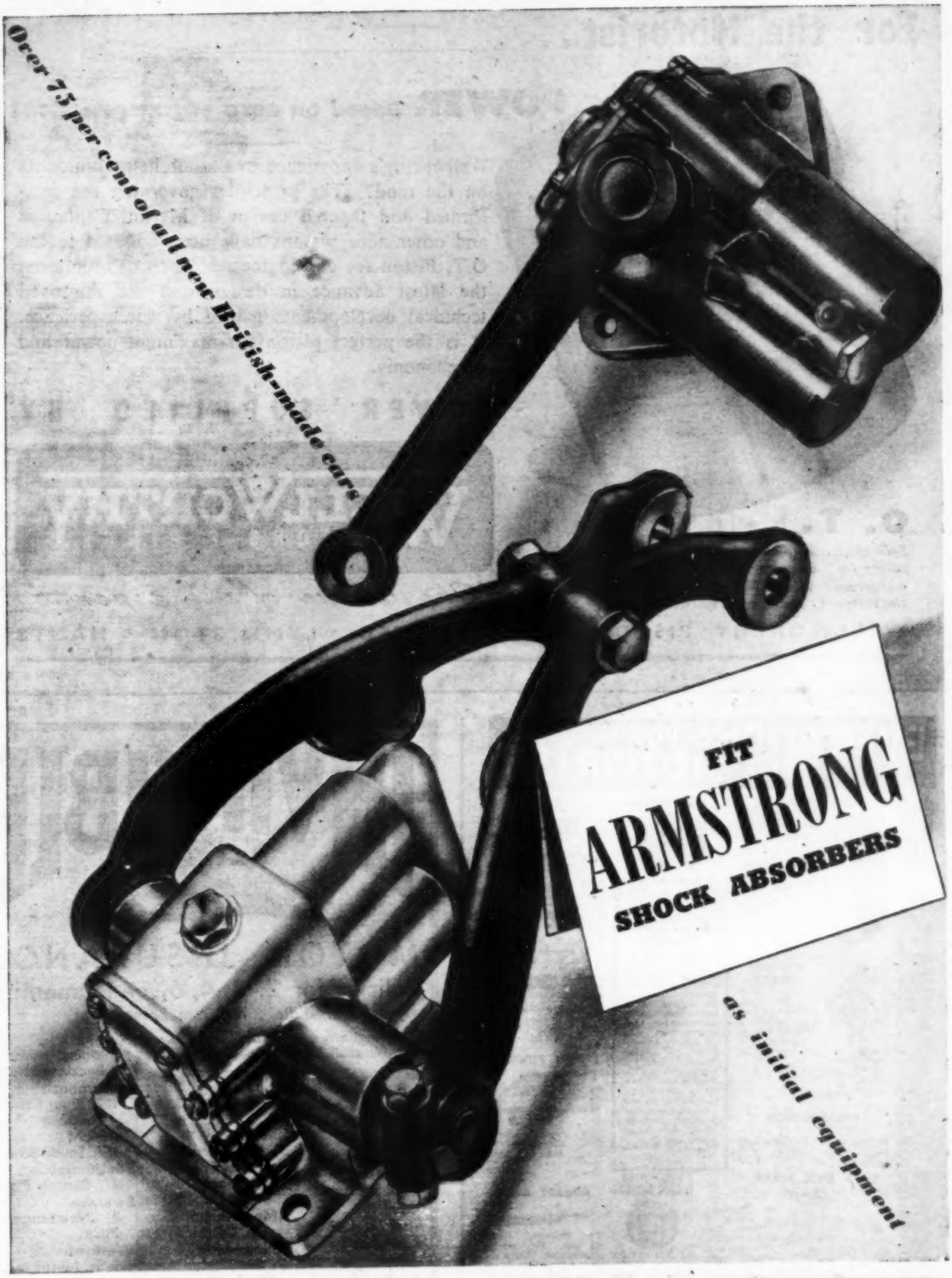

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Split skirt, oval diamond turned, allowing expansion across the bosses, permitting 'cast iron' clearance without distortion. Two compression, one Superslot rings above Gudgeon, one Superslot below.

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Heavy duty ratchet type, 9in. closed 14in. extended. 2in. folding extention. **10/9** Post 1/3.

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1. Does pedal go down nearly to floor?
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3. Are brakes unresponsive? Do they fail to respond to increased pedal pressure?
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If the answer to any of these questions is "yes," your brakes need attention—quickly. But even without an obvious fault, they may be deceiving you dangerously. A test will tell.

THIS METER CANNOT LIE. An experienced mechanic can tell a lot about your brakes, just by trying them. But better than anyone's judgment is the Ferodo Brake Meter, used by garages where you see the Ferodo Brake Test sign. In 5 minutes it gives an *accurate* efficiency figure, with the equivalent stopping distance. It shows if adjustment is needed – then shows the improvement. You receive a formal certificate stating the result of the test.

NOT only safety, but pleasure in driving, depends on good brakes – smooth and responsive, well-balanced for straight stops on any surface. *Regular* testing and adjustment keeps them so.

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The makers of most British cars rely on Ferodo brake and clutch linings for precision, efficiency, and long service. You can safely follow their lead.

Test your brakes when you change your oil — every 2,000 - 3,000 miles

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Ferodo Brake Testing garages display this sign — we shall be glad to send you the address of your nearest

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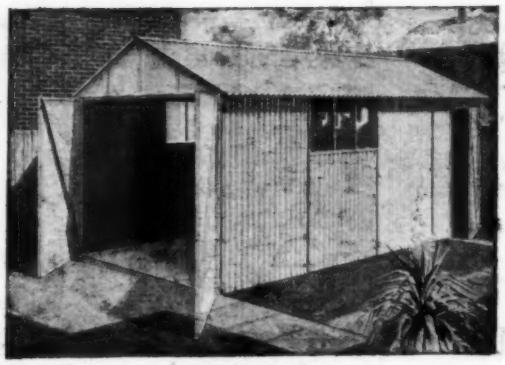

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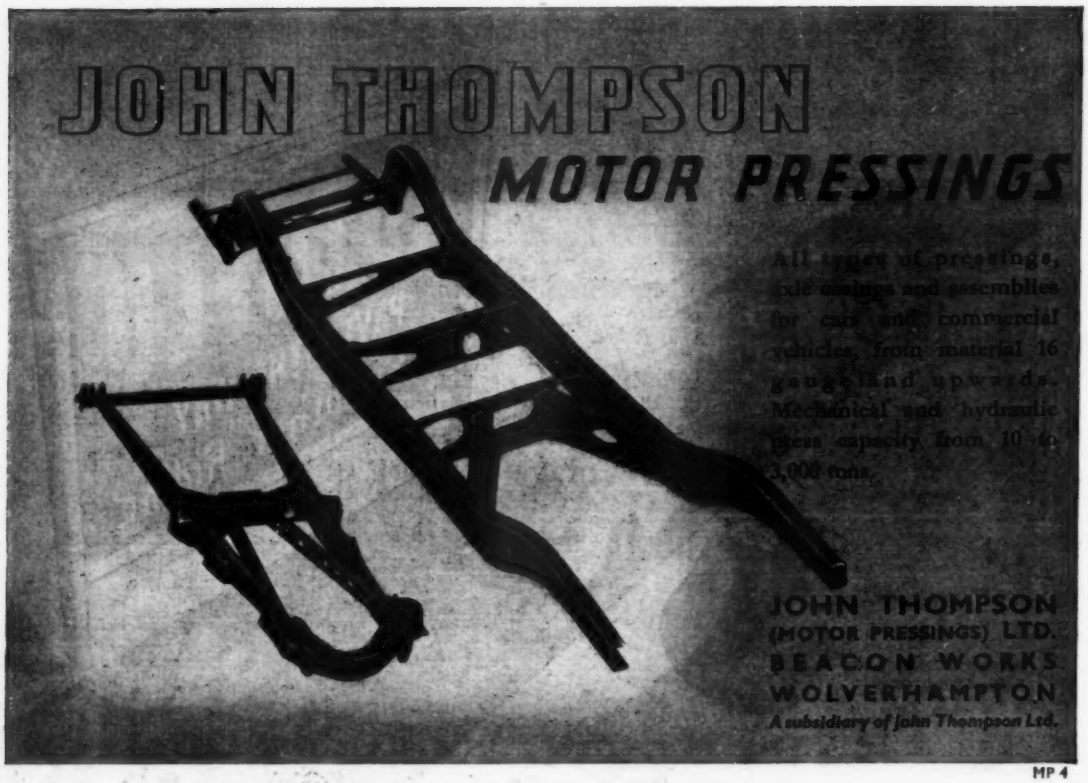

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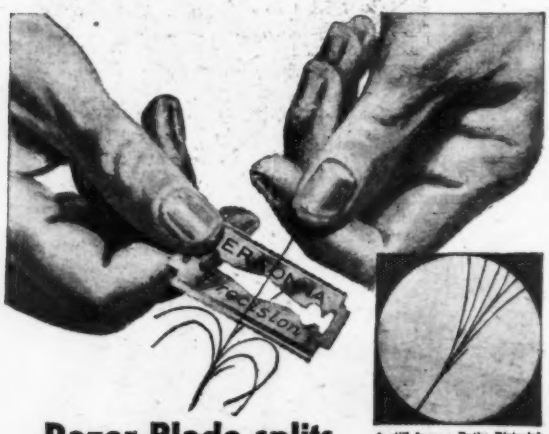

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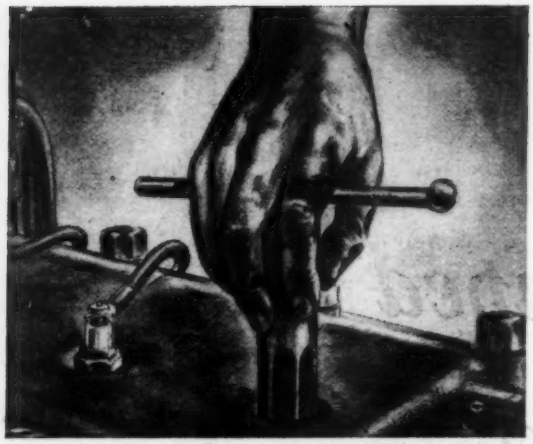

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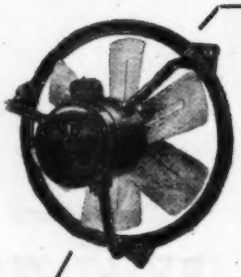

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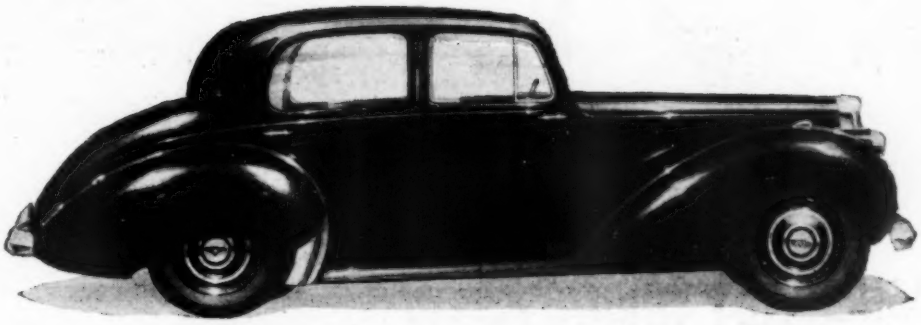

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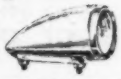

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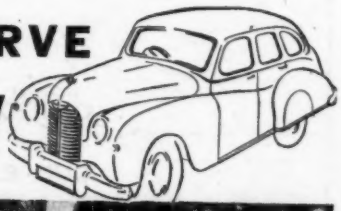

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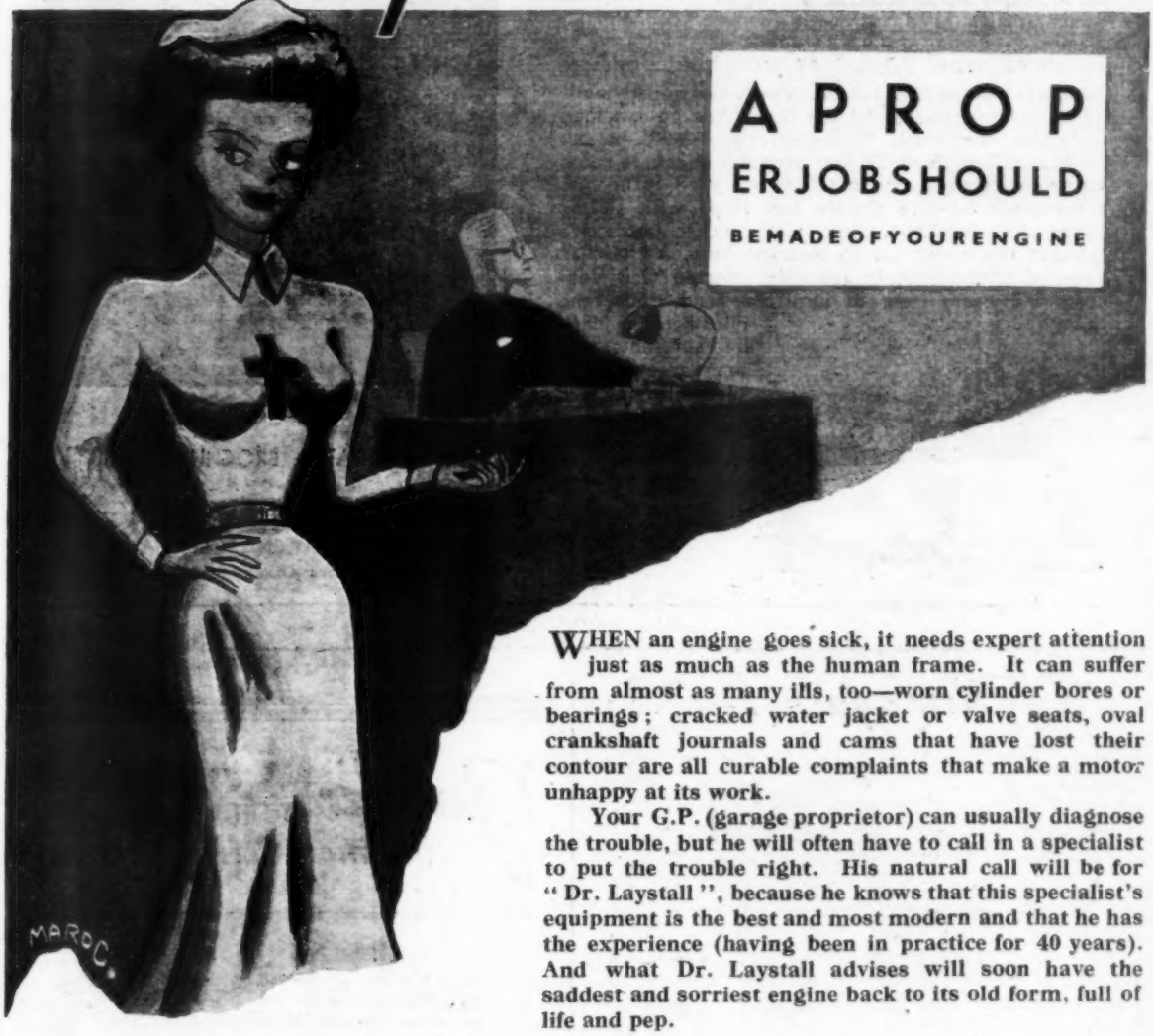

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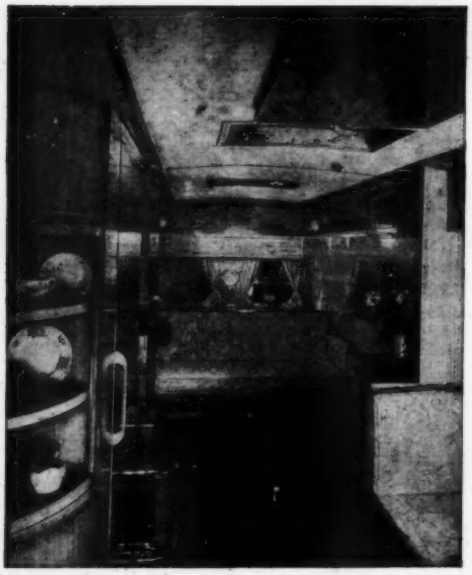

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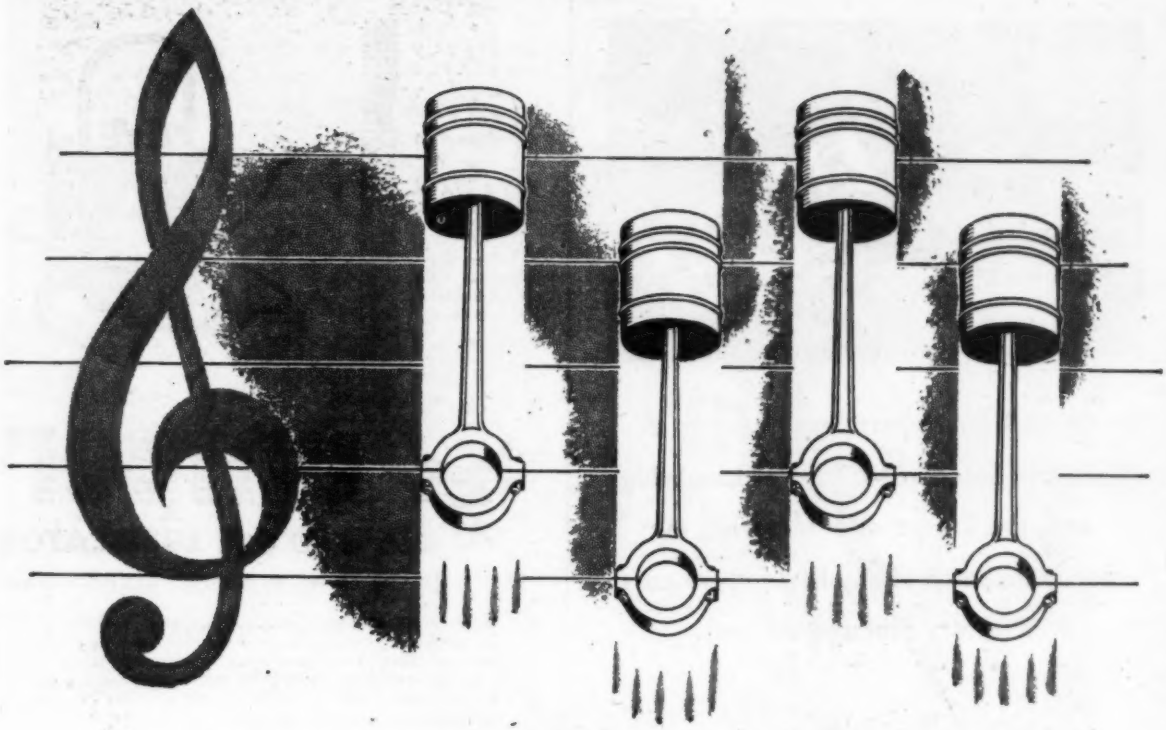

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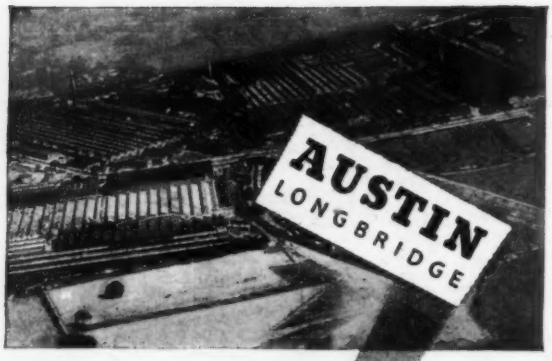

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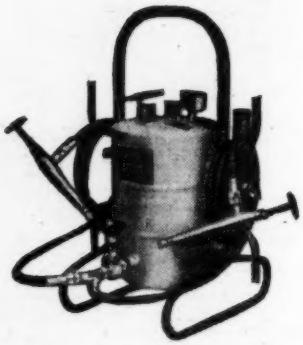

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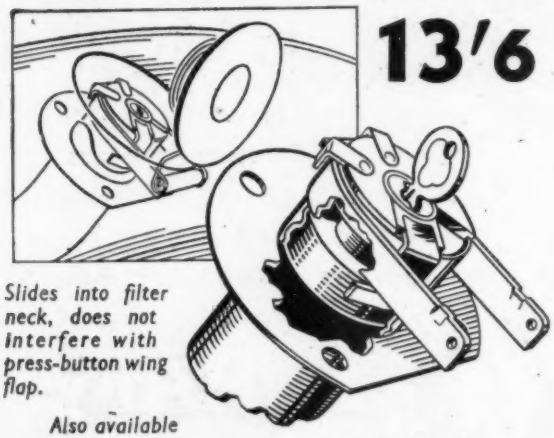

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The Autocar
FOUNDED 1895

No. 2837 FRIDAY, MARCH 17, 1950 Vol. XCV

The Horizon Widens

WHILE it is important not to over-estimate the significance of the turbocar demonstration last week, it is equally important that there should be no under-estimate. It is our belief that the gas turbine can be over-estimated only in the duration of the development time necessary before it reaches the hands of the public. The Rover engineers have warned that this period is likely to be four or five years, but it will be noted that they have not shown any considerable doubt of the turbocar's eventual arrival. "It is obviously the Rover company's intention to produce a gas turbine car as a marketable proposition if and when that becomes practicable," said Mr. Maurice Wilks, the chief engineer, and the company must be applauded for the spirit that lies behind the statement.

The motoring horizon widens indeed. If the reasonable assumption is made that the gas turbine car will come, the effect is difficult to visualize. Already there are suggestions that the oil refining programmes of the various countries are excessive judged against future world demand. What effect is the gas turbine, which is satisfied by low-octane fuels, likely to have on such programmes? And what of road design, inadequate for present traffic, in the face of a vehicle of such potentialities?

The influence on world automobile design might well be unprecedented. For instance, great ingenuity has been spent throughout the years in developing hydraulic transmissions, coupled with automatic gear boxes; needless to say, such devices are extremely intricate, heavy and expensive. The gas turbine, when successfully developed, would attain a similar ideal in far simpler fashion.

It is early for conjecture, but it is the opportune moment for giving credit to British engineers for turbine triumphs. Many years ago Parsons invented the steam turbine; under the stress of war Whittle developed the gas turbine for aircraft, and now the Rover company are well on the road to success with gas turbines for production cars. It is a great story, continued in this issue by further details of the new turbocar and by driving impressions, recorded by one of the few people outside the Rover organization who have enjoyed the privilege of taking the simplified controls of this revolutionary vehicle.

Stalemate

IN this issue we describe two interesting new cars, one British and one Italian. There is no prospect of a British citizen living in Britain being able to buy the Italian Fiat, and the prospects for the Italian who wishes to buy the British Alvis are almost equally bleak. This may appear a small thing in comparison with the problems that face the world today, but it highlights sharply the failure to free trade between the nations of Western Europe despite several years' effort and the expenditure of millions of dollars in American Aid.

The interchange of cars need not produce unfair competition for manufacturers at home who are exporting the bulk of their output. The decline in Britain's standard of living has produced a greater need than ever for the sort of small economical family car which is made in Italy and France. On the other hand, in Italy and France, where it is still possible to amass personal wealth, there are many motoring enthusiasts waiting to buy high performance British sporting cars. In desperation British specialist manufacturers have proposed simple barter deals but have met with an icy refusal from the British authorities.

Meanwhile *The Autocar* has taken considerable trouble to present a complete description of the new Fiat because it is a design of unusual technical interest, which merits study by British motorists and the British industry. It is a car which is about to challenge sales of the great British factories in world export markets.

Timing the interval during which the turbine runs up to moving-off speed. The R.A.C. observer stands by with the stop-watch while Mr. C. S. King (at the wheel) watches the rev counter.

IMPRESSIVE RESULTS OF TESTS AT THE M.I.R.A. PROVING GROUND AND SILVERSTONE TRACK

(Further pictures on pages 318–319)

DEMONSTRATING THE

LAST week's two demonstrations of the capabilities of a Rover car propelled by a gas turbine marked a new epoch in automobile engineering. The results of the tests were most stimulating. Just as the first Gloster-Whittle turbojet aircraft thrilled the privileged onlookers when it was first flown in 1941, so, too, the performance of the world's first turbocar stirred the imagination. Its turn of speed and ease of handling were astonishing to all who saw the revolutionary car at the Motor Industry Research Association's Proving Ground at Lindley, near Nuneaton, on Wednesday, March 8, and at Silverstone Track the following day. The open two-three-seater car was shapely and well finished—suggesting a trim, high-speed tourer rather than a first experimental car.

Starting is prompt and no warming-up process is necessary, as there are no sliding frictional surfaces to be lubricated. The two-pedal control is simplicity itself. Only accelerator and brake pedals are required as there is no change speed gear box or clutch. On starting, it is impossible to jerk the car forward, for the depression of the accelerator simply provides enough energy in the gas stream to rotate the power turbine after the manner of a fluid drive.

Because certain "unauthorized and incorrect statements" appeared in the daily Press before the planned demonstration, the Rover directors decided to advance by a day the official test, arranged to be conducted by the Royal Automobile Club, and also to change the test venue. Accordingly, on Wednesday, March 8, the turbocar was transported by van—as it was not registered and also to avoid prying eyes—to the Motor Industry Research Association Proving Ground at Lindley in the Midlands. A member of the Technical and Engineering Committee of the R.A.C., Mr. G. Geoffrey Smith, who has been long associated with British turbine progress, was invited by the Club to conduct the tests with Mr. Maurice Hudlass, the R.A.C. engineer, and his assistant. Various trials, timed

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REPORT OF TEST
ON
A ROVER GAS TURBINE CAR.
WEDNESDAY, MARCH 8TH, 1950.

Held under the observation of the Engineering and Technical Department of the Royal Automobile Club.

The Rover Company, Ltd., Solihull, Birmingham, England, entered a Car fitted with a Gas Turbine Power Plant for Test.
The following leading particulars apply to this car:—

Wheelbase:	9ft 3in
Track:	4ft 4in
Type of Body:	Open
Number of Seats:	2-3

The general design of the car, apart from the power unit and transmission, was on conventional lines, and its external appearance normal.

The Test was held on the Motor Industry Research Association Proving Ground circuit at Nuneaton, Warwickshire, and at the time of the Test the surface was dry, weather calm, wind speed 5 m.p.h., temperature 54 deg F, Barometer 30.1in.

The Entrant intended the Test to show the progress achieved by The Rover Co., Ltd., in the application of the Gas Turbine as a power plant for Road Vehicles.

The power plant, which is mounted immediately ahead of the rear axle, consists of a centrifugal compressor, dual combustion chambers, a single-stage compressor turbine, and an independent power turbine. The latter is positively coupled through gearing, incorporating a reverse gear, to drive a conventional rear axle.

The fuel used was kerosene.

The method of starting is by a normal car type electric starter, with push button on the instrument panel.

The time taken to start the power unit and to run up to idling speed was 13.2 seconds, and the car moved forward in a further 3.4 seconds.

Control is simple from standstill to maximum speed, and is solely by means of the accelerator pedal, the only other driving control being the brake pedal.

A lever operates the reverse gear, which functioned normally.

The car was driven for five laps on a circuit of the Proving Ground measuring approximately 2.75 miles per lap, during which The Royal Automobile Club Observers travelled alternately as drivers and passengers.

No attempt was made to attain maximum speed, but during the course of the Test a speed exceeding 85 m.p.h. was readily attained, at which speed the compressor-turbine revolution counter indicated 35,000 r.p.m.

In a test of acceleration from standstill, the car smoothly attained 60 m.p.h. in 14 seconds.

Although no provision for silencing the exhaust was observable, the volume of noise was not excessive or unpleasant, but was naturally accentuated during acceleration.

Signed: M. HUDLASS,
Chief Engineer,
Engineering & Technical Department.

G. GEOFFREY SMITH,
Member of
Engineering
& Technical Committee.

against stop watches, were undertaken to ascertain ease of starting, acceleration, and speed over the 2,000-yard straight. A check was also made of the technical data of the turbine declared by the Rover engineers. Subsequently an official report was issued and is reproduced on page 302.

At Silverstone

THURSDAY'S demonstration, arranged primarily for the Press, cinematographers and B.B.C., was held at Silverstone Track, the venue of the Grand Prix d'Europe on May 13. Officials of the Society of Motor Manufacturers and Traders and many well-known personages of the scientific and industrial world were also present. With the weather again fine, the car was run up and down the track slowly and then moderately fast in full view of the spectators, and stopped and restarted many times. All commended the Rover enterprise, and the consensus of opinion was that the performance and control of the car were most impressive. Few had expected to see such an exceptionally attractive open car on sporting lines as a first specimen, or a car so relatively quiet.

The Rover technicians were plied with questions by the eager crowd. One admired especially the patience of the Wilks brothers, Mr. F. R. Bell, the turbine specialist, and Mr. C. Hudson, the engineer in charge of test and assembly at Solihull, each of whom readily gave much information, although the cover of the turbine compartment was not opened for inspection of the power unit on this occasion.

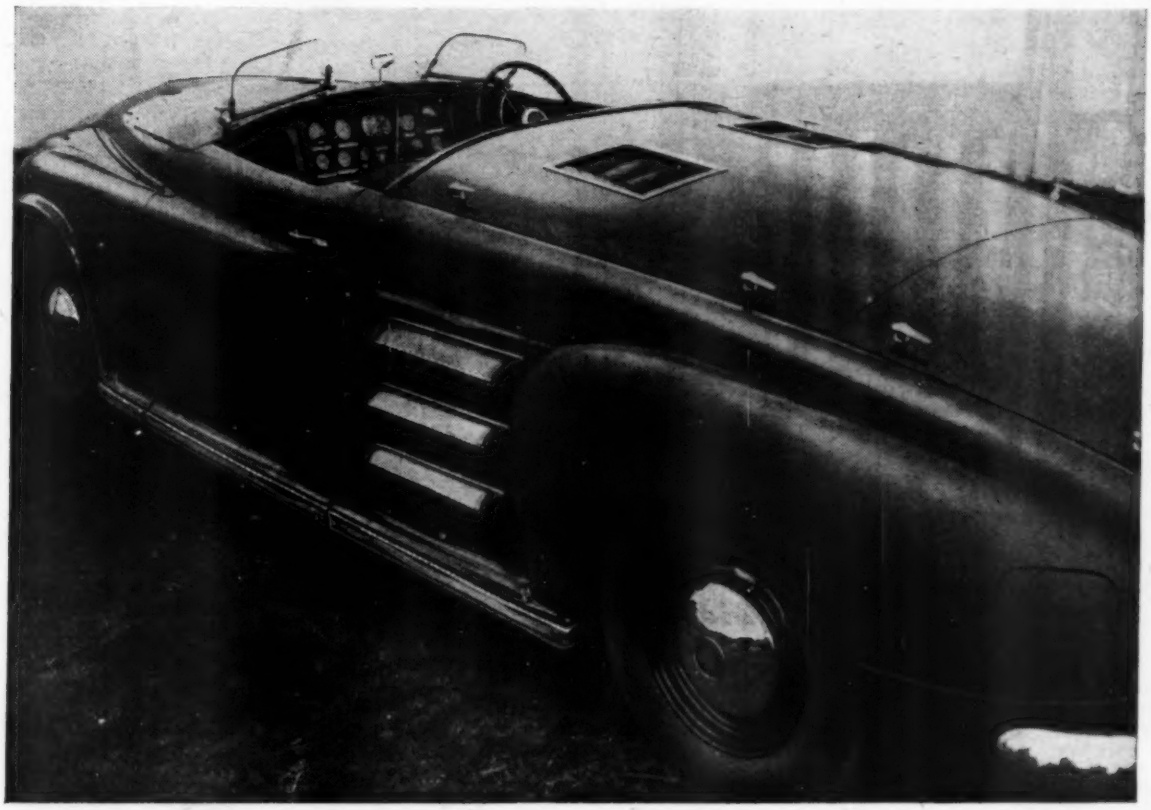
Introducing the car, Mr. Spencer B. Wilks, managing director, with characteristic restraint, made no boastful claims of the commercial possibilities of the gas turbine driven car in its present state of development. He suggested a period of some years might elapse before they became a commercial production available to the public, but said that Rovers were applying their specialized knowledge of aircraft and small turbines to find a practical solution for this and for various other intended duties for the turbine.

The programme has been pursued steadily, and during the past few years there has been considerable speculation as to results and the nature of the work. During the whole of this period of patient work of trial and error, fewer than twenty men have been directly engaged, under the leadership of Mr. Maurice C. Wilks, the company's chief engineer. He referred to the tests carried out by the R.A.C. officials the previous day, copies of their report being issued to visitors.

Of the problems involved, Mr. Maurice Wilks said:

"When we went into this job we had no illusions—we did not start off with the idea that we would be able to make satisfactory car gas turbines in a year or so's time. We knew that it would take a long time,

ROVER GAS TURBINE



A most attractive design, was the comment on the new turbocar, for in constructing the body for the first example the Rover stylists had achieved a sleek appearance. Note the air intakes and the louvres over the exhaust vents.

Demonstrating the Rover Gas Turbine . . . . . continued

but we felt that as we were one of the few motor car manufacturing firms in the medium quantity-production class with this very valuable 'know-how' on gas turbines it was most desirable to continue our work. The happy association between Rover and Lucas has continued from war days, and Lucas engineers have helped materially in the development of fuel and combustion systems for the small car turbine.

"This week's demonstrations," he added, "are in fact what might be called a practical interim report on the progress of our work. We know we still have a long way to go before the gas turbine car becomes a marketable proposition, but the performance of the car shows that we have gone some way on the journey and that the gas turbine car has some very attractive features.

"The present engine is really a piece of test bed apparatus and, in consequence, does not bear much resemblance to what the company has ultimately in mind for a motor car, either in power output, dimensions or weight. It would be a mistake to regard this particular engine as representing anything approaching finality—in any case, in any future production car we would certainly not put the engine where one expects to find the back seat. That has been done purely for convenience in this case, and because the vehicle is, literally, a mobile test bed.

"This car does, however, demonstrate that many of the major problems have been solved, and that it is possible to build a vehicle with only two-pedal control—accelerator and brake.

"It is obviously the Rover company's intention to produce a gas turbine car as a marketable proposition if and when that becomes practicable, in which case it will certainly be as good as—most probably better than—existing piston engine cars in respect of performance and weight. Probably, though, it will not be quite so good in respect of fuel consumption, but to balance that the performance will be superb. When we put the first Whittle engines on the bench we could seldom run for more than a few minutes owing to the fact that the special blade metals now in use had not been developed. Then came the now famous Nimonic turbine blade material produced by Henry Wiggin and Co., Ltd., and as this new material became more readily available, endurance running of turbine engines came to be measured in hundreds of hours instead of tens of minutes.

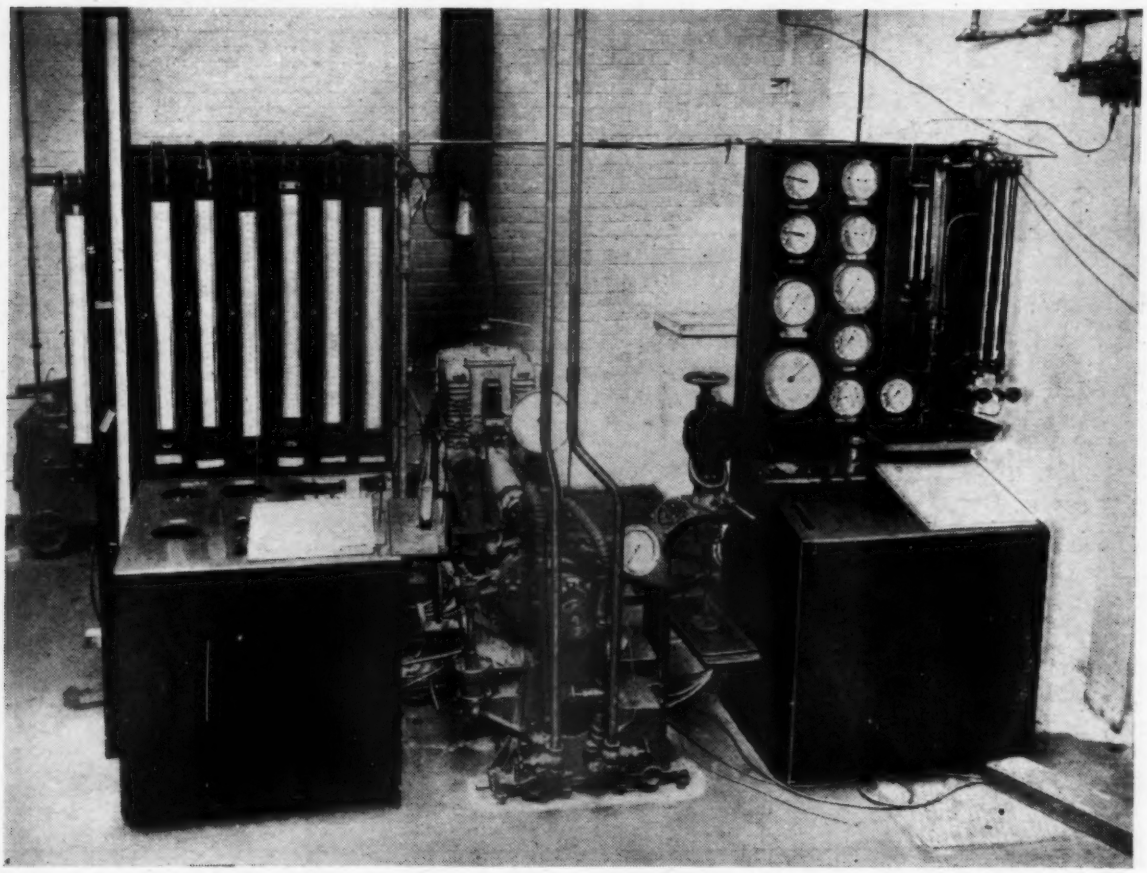
"Freedom from Blade Failure"

"The present small engine, like its predecessors and most current British gas turbines, owes its freedom from blade failures under the most arduous temperature conditions to the use of Nimonic material.

"The present engine was designed to include a heat exchanger, but as the design of this is one of the most difficult problems involved, its development is for the most part being done away from the engine. The initial engines are being run without heat exchangers—in which condition their fuel consumption is more than twice what it would be in a good piston engine of equivalent power. With a heat exchanger, however, the gas turbine's fuel consumption comes down to within measurable distance of that of the conventional piston engine. Fuel may be petrol, paraffin or diesel oil.

"For a road vehicle the gas turbine offers two pedal controls, as there is no need for a clutch or manual gear change in the accepted sense. With a piston engine the problem is one of fit and wear; with the gas turbine there are few close fits and there is very little wear, but balance is a big problem, as it must be nearly perfect."

Although the car is quite capable of being driven on the road, and is going to the New York Show for display, progress in one direction has been temporarily stopped by Authority, in the person of the taxation officer. When an attempt was made to register the car for road use it was found that no provision existed for licensing cars run on paraffin. However, there was a way out of the *impasse*, for the turbocar will run equally well on petrol, or, for matter of that, fuel oil. So eventually, no doubt, motorists will see the first turbocar on the roads of Britain.



A section of the Rover experimental department showing a car-type gas turbine on the test bed. Numerous instruments record turbine speeds, air flow, fuel flow and the temperature at various points.

First independent driver to take the wheel was the writer, who was one of the R.A.C. observers. He drove the car for several tests, and records his impressions in the article on these pages.

Driving Impressions of the Rover Turbocar

By G. Geoffrey Smith, M.B.E.,
Author of "Gas Turbines and Jet Propulsion"

A NEW AND EXHILARATING EXPERIENCE

IN a very long experience of motoring, including road tests of many experimental prototypes and entirely new production models, I confess that no car has roused in me such eagerness to drive as the gas turbine-powered Rover.

The advent of the world's first turbocar had been eagerly awaited. In last week's issue I gave a general description of the two-shaft gas turbine applied to the car, but not by any means all the details. It must be realized that constructional particulars of the power unit have not been released; it is on the "part publication" list, to use a phrase current in aircraft circles.

So much interest has been aroused by this clever example of Rover engineering that impressions of the running of the car will be of great interest to the motoring public. Make no mistake, the production and development of a relatively miniature gas turbine suitable for use in an automobile constitutes a major engineering triumph, following years of toil and sweat, and the credit goes entirely to Britain. The turbine demonstrated with such success last week was not the first the Rover company have produced. Units of about 100 h.p. have been bench-tested over a long period but no example has been fitted to a car. There would be no point in installing any power unit in a chassis until the results of protracted bench tests for efficiency and durability indicated its entire suitability. The latest turbine is bigger than previous examples, and develops approximately double the power, but it is designed to operate much more slowly than the 55,000 r.p.m. of the original unit, and has larger-diameter turbine wheels on that account. It has already been stated that a notable Rover innovation is the machining of each turbine rotor and its blades from a solid disc of Nimonic nickel alloy. In aircraft practice each of the numerous blades is separately produced and afterwards fixed to the rim of the turbine disc. It is the remarkable advances in the science of metallurgy in recent years that made the gas turbine possible, since the temperature at the entry to the turbine may at times attain 750 deg Centigrade (1,382 deg F). The blades are at a red heat and few metals can maintain adequate strength at such a terrific continuous temperature.

Having followed the development of Rover gas turbines for several years and now driven the turbocar at the invitation of Mr. Spencer B. Wilks, the managing director, I confess to pleasurable astonishment at the degree of excellence and entire ease of handling of this unique vehicle. The chassis is a modified form of the new

Articles on gas turbines for road transport by G. Geoffrey Smith, have appeared as follows:
Gas Turbines for Cars, "The Autocar," pages 512-516, June 20, 1947.
More About Gas Turbines, "The Autocar," pages 456-459, May 14, 1948.
Gas Turbine Progress, "The Autocar," pages 430-431, May 7, 1948.
World's First Turbocar, "The Autocar," pages 272-274, March 10, 1950.
Gas Turbines for Coaches, "Motor Transport," page 24, June 21, 1947.
Gas Turbines, "Bus and Coach," pages 280-281, August, 1947.
Gas Turbines for Automobiles, "British Engineering Export Journal," pages 120-121, July, 1948.

This picture was taken at Lindley Proving Ground by the Rover photographer to provide an historic record of the occasion. The new turbocar and all those intimately concerned with its first demonstration runs pose for the camera.

Driving Impressions of the Turbocar . . . . . continued

Rover 75 and indeed the lines suggest that it is a two-three-seater open car of that range, but the turbine is located at the rear and forward of the axle.

When speeding round the proving ground (a former airfield) I reflected that the car had not run, indeed did not exist, one week previously. Tests by the brothers Wilks at the week-end (referred to in my notes last week) constituted all the "road" work it had done.

Starting technique is to turn on a switch which operates the Lucas car-type electric starter, and energizes the Lodge ignition plugs—there is a plug in each of the two combustion chambers. The compressor forces air through the combustion chambers and into this air paraffin fuel is sprayed through atomizers by means of a mechanically driven pump. In a few seconds the "light-up" is effected and when the compressor is turning at a rate sufficient to sustain combustion, the turbine settles to its idling speed of about 7,000 r.p.m. The electric current is then automatically cut off and the mixture continues to burn continuously without any sparking apparatus. The separate power turbine, connected through reduction gearing and a shaft to the rear axle, remains stationary. Depression of the accelerator increases the rate of fuel delivery and releases more heat. The compressor-turbine then rotates at high speed and the airflow is increased. When sufficient energy has been built up in the gas stream to turn the power turbine, the brakes can be released and the car will creep forward almost imperceptibly. If, however, the accelerator is opened generously, the car will gather speed in a very brisk manner, matching in acceleration the most powerful conventional car.

My passenger was C. S. King, a young engineer who has worked closely with a brilliant New Zealand turbine specialist, F. R. Bell, in the experimental shop under the general direction of Mr. Maurice C. Wilks, the company's chief engineer. An imposing group of over a dozen instruments confronts the driver, but most of them are specially applied to the prototype for the purpose of recording the temperatures at various points, the compressor pressure and oil pressure, to provide valuable data for future experiments. The most important instrument for the driver is the tachometer indicating the speed of the compressor-turbine. It has two needles superimposed. To see the larger needle spinning round to register the revolutions in thousands per minute and a smaller hand to record the speed in tens of thousands is something new in automobile experience!

Accelerator and Brake

There are but two pedals for control, one the normal accelerator, the other the foot brake. Release of the brakes causes the car to move off smoothly and progressively, fast or slowly, at the will of the driver. There are no gears to engage, and no clutch—a most important feature of the double turbine design, for, in effect, you have an automatically operating torque conversion system—"fluid" drive, in fact, with air as the medium. No warming-up process is necessary.

Opening up the engine, which naturally becomes noisier as the speed mounts up, one has the sensation of being swept forward in a lively yet smooth manner—for a characteristic of the rotary motion turbine generating continuous power is its vibrationless running. After a preliminary circuit, soon we were speeding around the perimeter of the airfield in exhilarating fashion, the wind pressing hard on our faces as only two tiny racing-type windscreens were provided (and they were too far ahead to be of real benefit).

One felt at home at the wheel from the outset, and the car being quite stable and the steering perfect, we opened the throttle on the 2,000-yard runway to register 82 m.p.h. Round the track again, and next time on reaching the straight the throttle was opened earlier and, as the car gathered speed in a crescendo of sound, the speedometer needle showed 89-90 m.p.h., whilst the compressor-turbine registered 36,000 r.p.m. This speed, Mr. Maurice Wilks told me next day, was the best ever recorded—yes, an unofficial world's record on No. 1 gas turbine car! I am satisfied, however, that there is still more speed available, for the designed speed of the turbine is 40,000 r.p.m. and only the appearance of the end of the runway caused me to ease the accelerator. I was conscious, too, of the fact that the car would free-wheel when the throttle is closed, and that one must rely entirely on the brakes to check speed. My estimation of the speed capabilities of the car, as at present designed, would be over 100 m.p.h.

But ultimate speed is not by any means the sole criterion by which a modern car is judged. Even, smooth, and rapid acceleration is a greater attribute. Accordingly we tried two starts from zero to 60 m.p.h. The first was not exceptional, as I started slowly and did not attempt to build up the turbine speed until I received the signal to start from the holder of the stop-watch. On another trial the

car was held stationary by the brakes until the turbine was really turning and giving considerable power, and on releasing the pedal one felt a sensation of being catapulted forward in a surge of power which by stop-watch, showed exactly 14 seconds to attain a mile a minute. Some idea of future possibilities will be gained from the fact that, as demonstrated in Wednesday's and Thursday's tests at the M.I.R.A. proving ground and at the Silverstone track, the fuel pump pressure was actually *reduced* to limit the rotational speed of the turbine.

Chief engineer M. Hudlass, of the R.A.C., one of the official observers, takes his seat in the turbocar for a test run.

Not Noisy

As to noise, when at speed the car emits no more noise than a sports car, yet suggests a supercharged racing car engine by reason of the hissing created by the mass throughput of air. There is an absence of mechanical noise, of course, as there are no valves or tappets. Experiments may show that it will be possible to quieten the exhaust, whilst a filter for the air inlet, essential for road operation, would also have the effect of reducing noise at the intake. As already stated, the noise is not objectionable at present but is pronounced when accelerating rapidly and is then suggestive of a large blowlamp. As some indication, the writer questions whether noise alone would attract great attention to the car if it were driven smoothly through London traffic. Any sound which may emanate from the reduction gearing to the back axle is not discernible above the exhaust note.

Many spectators at the track tested the heat of the exhaust emitted from the two vertical open stacks which terminate flush with the engine cover behind the driving seats. During idling it is possible to put the hand in the exhaust efflux without discomfort. It was explained in last week's article that by expanding the gases first through the compressor-turbine and again through the power turbine most of the energy has been extracted from the gas stream by the time it emerges to the atmosphere. By contrast, the gases are only partially expanded in an aircraft turbojet, which emits a high velocity efflux quite unbearable to the hand at close quarters.

On the car demonstrated paraffin was used, but a turbine is not fussy about its fuel and will operate successfully on petrol or diesel oil. The essential is a fuel of high calorific value per unit volume, and Pool burning oil of a specific gravity of 0.801 to 0.806 gives a figure as high as 18,590 b.t.u. per lb. There is some odour from paraffin when the car is at rest, but none when travelling, though it can be detected when slowing down quickly. After turning off the mixture the turbine goes on spinning for some seconds, such is the momentum of its rotating assembly and its freedom from friction.

Prototypes of any complicated engineering mechanism such as a power unit may be either a disappointment or an eye-opener in actual road use, but there is no doubt that the Rover technicians, and all able to assess the possibilities of cars driven by gas turbines, were elated by the results of these initial tests, and the sponsors will be encouraged to further efforts. For a car of such a revolutionary character to compare favourably in performance as to ease of starting, rapidity of acceleration and maximum speed with highly developed cars of orthodox design is nothing short of remarkable. A turbine has far fewer component parts and accessories, is little more than half the weight of a comparable piston engine, but the technical problems are great. The rate of consumption (about 6 m.p.g.) is the real objection at the present state of development, but this will be appreciably reduced with a smaller unit having a heat exchanger. It is announced by the Rover technicians that development work on the newer unit is already in hand, and the decision is to fit the new turbine in the orthodox position in front of the chassis. In the meantime the turbocar has been registered (it had no registration numbers at the Nuneaton and Silverstone tracks) and from now on may be seen on the public roads.

Climbing

In talks to the brothers Wilks I discussed the question of hill-climbing and restarting on a gradient. I was told that calculations of torque characteristics indicate that hill-climbing will not prove difficult with the design as at present schemed, but in any event it would not add much complication to incorporate an emergency low gear with the small reverse gear box to meet any exceptional requirements if trials prove that course to be desirable.

It is good news that the Rover turbocar is to be released for shipment to America in time for exhibition at the New York Show of British cars where I am bound next month. It will undoubtedly prove a centre of attraction and serve as further evidence to our American cousins of British enterprise and creative ability. Already cabled orders and offers of orders have reached the Rover company from those centres abroad where the news was flashed but, of course, they cannot even be considered at the present stage. In any case, No. 1 production car has been ordered by the writer and a cheque accepted and framed! Delivery date ???

What has been demonstrated so convincingly by the enterprising Rover engineers is that a practical gas turbine of small dimensions and light weight, developing continuous and vibrationless power, is a distinct possibility of the future for road transport, and every keen motorist and all those in technical circles will wish the company continued success in their pioneering work

Rover and R.A.C. personalities at the official tests on the M.I.R.A. Proving Ground at Lindley. In the group can be seen (l. to r.) Mr. Maurice Wilks, Mr. G. H. Savage, Mr. S. B. Wilks, Mr. M. Hudlass and Mr. F. R. Bell.

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Tribute

IT was, I think, in keeping with the nature of the event that the Rover turbocar should have been demonstrated on the windy March wastes of Silverstone airfield; the mind is freed of its shackles by the distances of such places and the imagination can respond to the drama of the day. And drama it was, make no mistake about it. Your Scribe, feeling faintly extrovert on a diet of a 60 m.p.h. dash in order to arrive in time, plus two lettuce sandwiches and a cup of coffee, remarked to a Number Eight hat that he was frankly excited. The Number Eight hat replied that he felt the same, and as the turbocar tore down the runway once again to please the boys (and girls) of Fleet Street, both Scribe and Number Eight knelt in adoration, eyes glued to viewfinders. A great day indeed.

✦ ✦ ✦

Besides

ANOTHER thing must be borne in mind. Since the war the Rover Company has not retired to an ivory tower, complete with five million pounds and a garnishing of Einsteins in order to produce the turbocar. In that time they have introduced the post-war P3 75, then the Land-Rover, and finally the P4 75, the turbocar development going on simultaneously all the time. And I think that I am giving no secrets away when I say that the demand for the Land-Rover took them by surprise, and that the factory really had to hustle in order to keep up with it; that they did so can be seen any time on the roads between Solihull and the docks, along which Land-Rovers ply throughout the twenty-four hours. All of this spells Enterprise, and I choose a capital E deliberately.

✦ ✦ ✦

Personalities

ONE of those privileged people who drove the sensational Rover turbocar was Mrs. Kathleen Wilks, wife of the managing director. Nor was it her first experience at the wheel. Mrs. Wilks can be said to have grown up with the motor industry for she is a daughter of the late Mr. William Hillman, the pioneer manufacturer who founded the Hillman Motor Car Co. of Coventry. Some thirty years ago Mr. Spencer Wilks was a young and progressive production engineer at the Hillman factory, and J. Black (now Sir John Black) looked after the commercial side. When the brothers Rootes purchased the factory some years later S. B. Wilks and John Black parted company and joined respectively Rover and Standard, both of which companies were at that time in low water. The rise to prosperity over the years of the Rover and Standard companies form eloquent testimony to the efficiency and business capabilities the two possessed.

✦ ✦ ✦

Locked Out

IS there anything more aggravating than being locked out of one's car —with the key remaining in the ignition socket? This happened to me the other evening with a friend's car which I used to carry out a small service for him. The car had already been locked and I was given the key to open the door and turn on the ignition. The first part of the journey completed, I left the key in the ignition and stepped out, returning to find the door on the half catch—but locked.

The old trick of unscrewing the door handles failed to get me in, and success was achieved only after a jagged

Anything more aggravating?

screwdriver had been produced, with which—as the door was on the half catch—I managed at last to slide back the bolt.

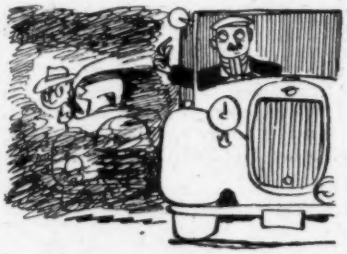
Evidently when withdrawing the key after unlocking the car I had locked it again. The reason? My answer is that locks do not always work as smoothly as they should, calling for too much fiddling to get the key in and out.

✦ ✦ ✦

Palpable Obscure

COMPLAINTS about diesels would not have much effect nowadays; they are too generally used for that. They can, nevertheless, be the cause of trouble, and if proper inspection and decarbonizing may prevent the encounter with the diesel lorry, so well known and well loathed by motorists, that belches black smoke, one driver at least would wish it done. This smokescreen can be dangerous as well as unpleasant. In combination with foggy conditions it can cause just that degree of momentary bad visibility that may cause an accident.

On A30 not long ago, The Scribe was a passenger with another member



Particularly noisome and volcanic.

of *The Autocar* staff and just such a situation arose. The lorry was a particularly noisome and volcanic one. The attempt to pass involved, for the moment, a not-worth-while risk, for the mist and the lorry's smokescreen prevented a view of the road sufficient to reveal an approaching fast car. These are the chances that so many drivers would take, but they are not the kind of drivers that I prefer.

✦ ✦ ✦

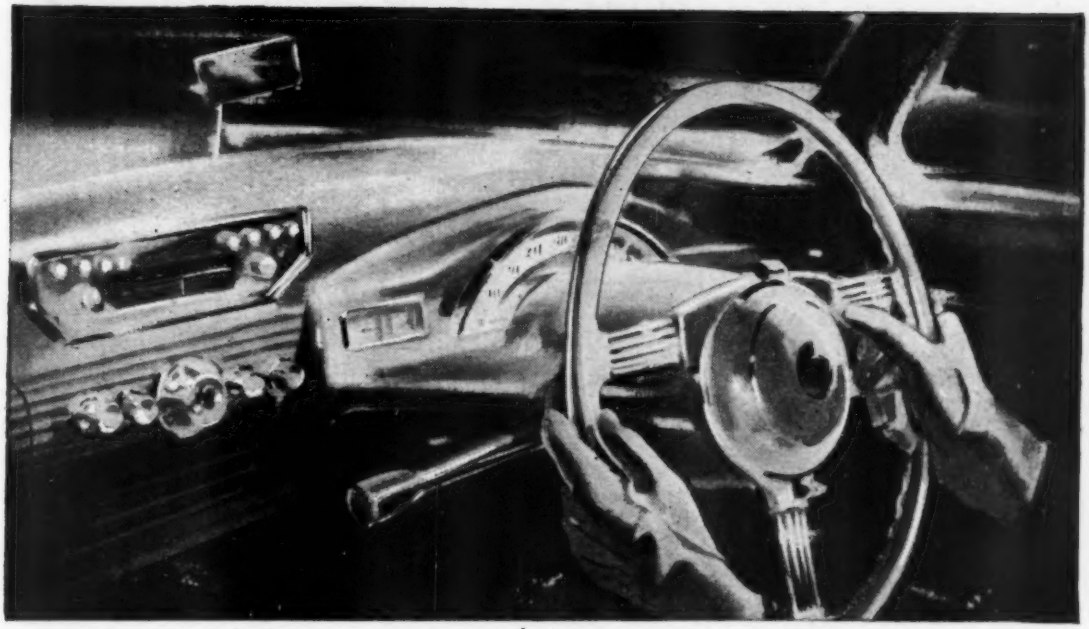
Mirrors Again

A DENTIST correspondent sheds an interesting light on the matter of convex mirrors and the difficulty of adjusting perspectives to them. "Unless I have a dead accurately set flat mirror by day and night," he writes, "I feel dangerously lost and vulnerable at the rear—I hardly dare make a turn. But then I'm a dental surgeon. . . ."

He goes on to ask if it might not be significant that the majority of his colleagues in a dental hospital use flat dental mirrors rather than concave

Vulnerable at the rear.

magnifying ones, since they all feel severely hampered by inaccurate perspectives. For the statistically minded he throws into the ring the suggestion that the figures would be interesting of the number of *dentists* who drive with correctly set driving mirrors compared with the number of non-dentists who are equally careful over rear vision. Half a minute while I seek out my statistically minded colleague. . . .



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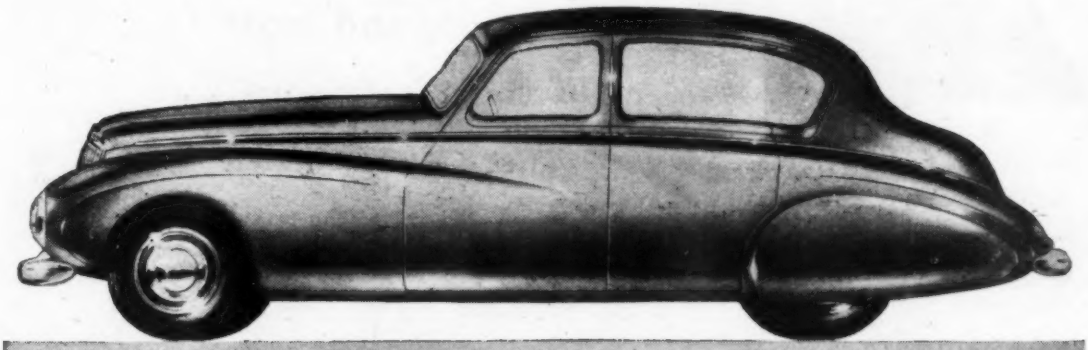
Sports Saloon *Sports Convertible Coupé*



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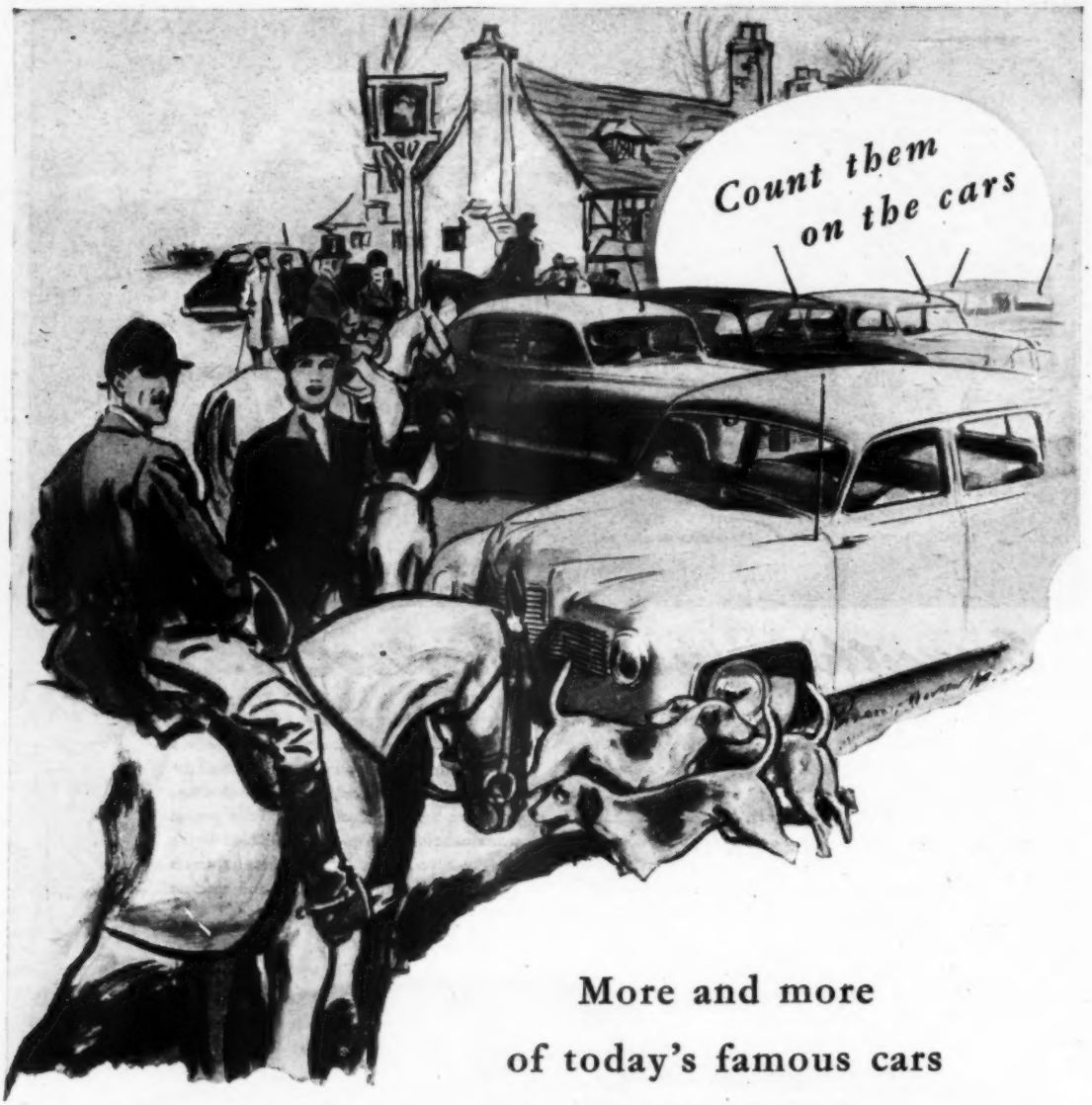

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NEWS and VIEWS

MARCH LICENCES — WORLD PETROL

Licence Renewals

QUARTERLY motor vehicle licences expire on March 24—not March 31—and may now be renewed at the vehicle owner's convenience. Readers are advised to avoid the inevitable last-minute rush, and get their new licences without delay.

Australian Petrol

THE Australian Minister of Fuel, Senator McCleay, has said that there has been no serious increased in petrol consumption in Australia since rationing was abolished. Stocks of petrol had increased by 14 per cent in the first two weeks after the new Government took office, he said.

New "BEN" President

THE new president of the Motor and Cycle Trades Benevolent Fund, in succession to Mr. H. G. Henly, is Mr. George H. B. Wilson, C.B.E., M.C., A.F.C., J.P., managing director of Raleigh Industries, Ltd., Nottingham.

This is the first time for nine years that the appointment has been held by a representative of the cycle industry.

Gift Princess

THE 500th Austin Princess saloon, produced by Vanden Plas, is to be presented to all their employees as a souvenir. The firm became a subsidiary of the Austin company in 1946, for the purpose of building bodies for the Austin A.135 chassis.

Steam Again?

PROPOSALS to build steam power equipment for motor cars have been made by Planet Power Distributors, 182, Stockport Road, Ardwick, Manchester. In most respects its characteristics are similar to those of the American Doble.

Overdriving?

IN a recent London court case a driver has been fined for exceeding the 30 m.p.h. speed limit with a car that was being driven to the docks for export.

Obituary

THE death has occurred of Mr. H. Cecil Taylor, who was publicity manager of the Ford Motor Co., Ltd. since the beginning of 1940. He had joined the company after completing four years of active service in France and the Middle East. Mr. Taylor had previously handled publicity for Vauxhall Motors.

Summer Petrol

PROSPECTS of an increased petrol ration in the summer are believed to be good, following questions in the House of Commons this week. If allowed, the allowance is likely to be the same as that for the summer months of last year.

Sir Ian Fraser asked the Minister of Fuel and Power whether he could make any statement about the summer ration, and the new Minister, Mr. Philip Noel-Baker, regretted that he had not had time to go into the matter and could not, therefore, make a statement immediately. After further questioning, the Minister said that he wished to announce the summer arrangements as soon as he could, and he hoped that this would be very soon.

Mr. Noel-Baker was pressed to hold a public enquiry into the available supplies of petrol for motorists in this country, but he objected that no useful purpose would be served by such an enquiry.

U.S.A. Exports Down

ACCORDING to a survey by a New York trade directory company, the sales of British cars in the United States suffered a drop last year in spite of devaluation. They attribute this mainly to the increasing availability of U.S. cars.

However, an Austin representative, commenting on this in New York, said that almost 40 per cent of the total Austin sales in 1949 took place in the final four months of the year.

World Petrol Surplus

PETROL production outside the U.S.A. has been over-stimulated under the E.C.A. programme, with the result that a world surplus now exists, according to Mr. Dan Jones, of the Independent Petroleum Association of America. This comment was made to the U.S. Senate Foreign Relations Committee, which is studying current requests for E.C.A. funds for the coming year. Foreign oil companies, Mr. Jones said, were increasingly active in finding markets in the U.S. and undermining the U.S. industry.

New Zealand By Car

ON Sunday, two young men are setting out on a seven months' drive to New Zealand. They are the Hon. John Godley and an American, Hank Niese. Mr. Godley's great-grandfather founded Christchurch, New Zealand, which this year celebrates its centenary. The New Zealand government invited Mr. Godley to represent the family during the official celebrations—and offered to pay his expenses. The Nuffield Organization are equipping a Morris Oxford, which will be lent to him for the journey.

The 12,000-mile overland journey will be via Paris, Munich, Trieste, Belgrade, Athens, Istanbul, Aleppo, Baghdad, Bazra, Teheran, across Afghanistan to Delhi and Calcutta. The car will be shipped from Calcutta to Australia and will be rejoined by its crew after they have explored Singapore, Indonesia and Sumatra.

After the trip across Australia, the car will be shipped to Christchurch.

Road Traffic Act, 1930

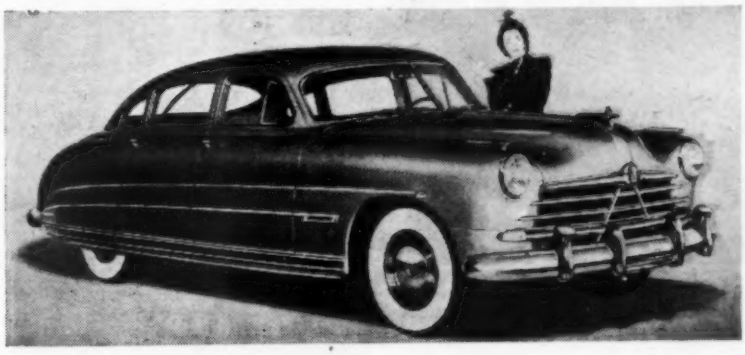
IN Lawyer-on-Wheels' note on this subject in the issue of February 3, the reference was, of course, to S.113(3) of the Road Traffic Act, 1930, which appeared as 1933 by a typographical error.

MORE HUDSONS FOR 1950

FOLLOWING the announcement of the low-priced Pacemaker described in *The Autocar* of December 9, 1949, Hudson have recently revealed the 1950 Super and Custom Commodore models, with price reductions ranging from £30 to £60. Main body lines are unchanged from last year, but the new cars show the progressive accumulation of the chromium ornaments with which American designers apparently have to burden fundamentally good styles in response to public demand in the United States.

The six- and eight-cylinder power units are continued with minor improvements and the complete assembly of crankshaft, clutch, vibration damper, flywheel, connecting-rods and pistons is now balanced dynamically as a unit. Cooling systems are under a pressure of 7 lb per sq in, raising the boiling temperature of the coolant by 20 deg F. Neoprene insulation on high-tension leads, and seals on the sparking plugs, help to eliminate starting difficulties caused by condensation.

The Supermatic drive with automatic changes between second, top and overdrive is continued, and is the only automatic transmission in America which can be changed to conventional gear control by pressing a button on the instrument panel



The Hudson Commodore sedan for 1950 is unchanged in its main outline but carries more chromium decoration, including two emblems on the wings, diagonal struts on the grille and extra plated rubbing strips along the side.

NEWS and VIEWS

— continued —

TV Interference

ONE or two members of the staff of City Motors, of Oxford, have seen the other side of the radio interference problem since acquiring television sets of their own. As a result, the company have issued a pamphlet, which is given to all customers, illustrating a suppressor costing 1s 6d and offering to fit cars without charge.

Girling Occasion

ONE of the social high-spots in the Midlands is known as the "Girling Occasion," when the directors of Girling, Ltd. entertain their many friends in the motor industry. This year the "Occasion" occurred on March 7, at the Grand Hotel, Birmingham, when a company of 364 was presided over by Mr. Alex Fraser, vice-chairman and managing director, who proposed the toast to the guests with his characteristic humour.

The reply by Eric Findon vied with the proposal for wit and humour, and his translation of "*sic transit gloria mundi*" as "they pass out gloriously" was greatly appreciated.

Photography and the Law

MANY motorists will remember wartime days, when, if they stopped to take a "snap" of some rural scene from, possibly, the parapet of an ancient bridge, some local inhabitant was almost certain to inform them inaccurately that, "Don't you know it's against the law to take photographs?"

Although those days are, fortunately, gone, *Photographers and the Law*, by David Charles, F.R.P.S., is invaluable to the keen photographer, for even in these days there are many legal do's and don'ts which affect the hobby.

Photographers and the Law is available from booksellers, or direct from the publishers, Iliffe and Sons, Ltd., Dorset House, Stamford Street, London, S.E.1, price 7s 6d, postage 3d.

Production by the reorganized Cisitalia company will be concentrated on the 1,100 c.c. sports model. Here is the coupé with coachwork by Farina. Differences from the earlier type include one-piece windscreen and "portholes" in the side. A convertible will also be produced.

Standing Passengers?

OVER 250 members and guests attended the twelfth annual dinner of the Midland Centre of the Institute of British Carriage and Automobile Manufacturers at the Grand Hotel, Birmingham, recently. The newly elected chairman of the Centre, Mr. Basil Cheston, presided and the guests of honour included Mr. Edwin Fox, president of the Institute, Mr. Fred Connolly, president of the S.M.M.T., Mr. Arthur Keats, and many other prominent personalities in the third largest industry.

GERMAN MAKERS' PROGRESS

THE South Baden State Government has granted a substantial credit to extend the premises and production machinery of the new Veritas plant near Rastatt.

Six single-seater Meteor Formula II racing cars are under construction, and four will be exported. Peter Hirth of Switzerland is said to have ordered one. The remaining two will be driven by Hermann Lang of Mercedes-Benz fame and post-war champion Karl Kling. Tony Ulmen of Dusseldorf may also have one, these three then forming an official works team.

Besides the Meteor racing car, offered at 40,000 marks, there will be a super sports Comet S and an interesting small sports machine using the power unit of the French Dyna-Panhard. This will be made either as a Formula III racing machine, rather on the lines of the D-B shown at the Paris show last autumn, or as a sports car. In the latter case the capacity of the Panhard flat twin engine will be increased to 750 c.c., whereas the engine of the racing machine will be reduced to slightly under 500 c.c.

Price of the sports model is expected to be 7,500 marks (£600 approximately).

A Rolls-Royce sales and service depot, from which engineers will cover 14 countries, has been set up in Egypt by the Cairo Motor Company, and a reception to celebrate the opening was attended by principal executives of the makers and Egyptian notabilities. In the picture are (left to right) :—
Mr. E. W. Hives, managing director of Rolls-Royce, H.E. Zaki El Orabi Pacha, Egyptian Minister of Communications, H.E. Mustapha Nosrat Bey, Egyptian Minister of War, Dr. F. Llewellyn Smith, general manager of Rolls-Royce Car Division, and Captain Raymond Flower, managing director of the Cairo Motor Company. In the background is Mr. A. N. Cumberbatch, Commercial Minister from the British Embassy.

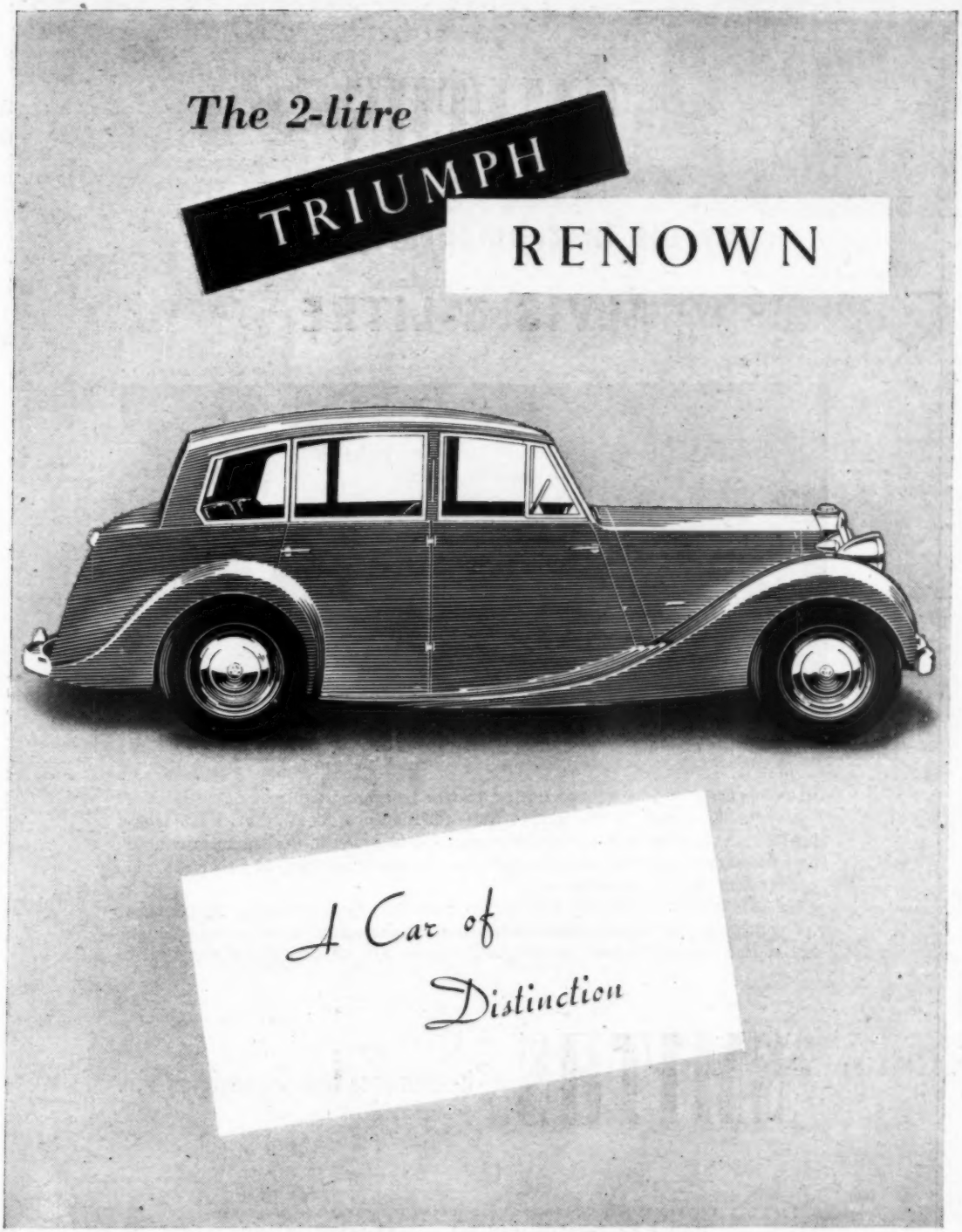
100,000th Volkswagen

THE 100,000th Volkswagen to be manufactured since the war came off the assembly line at a ceremony attended by 10,000 of the factory workers. It was raffled among the workers. The Volkswagen Werke are trying hard to open new markets for their products. In February, for the first time, 35 cars were exported to Egypt.

The overall production of the Wolfsburg plant during this month showed an increase of 500 cars against January. During January 5,564 cars were made, of which 1,218 were exported.

Hints on Foreign Touring

FOLLOWING the annual general meeting of the Midland Centre of the Riley M.C., in Birmingham, an informal talk on foreign touring was given by A. G. Douglas Clease, Associate Editor of *The Autocar*. The general interest in this subject was exemplified by the number of questions then asked, which covered such matters as hotels, routes, the state of roads and the quantity of petrol available in the various European countries.



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The Autocar READERS' SERVICE

Steering Head Lamps

As I now live in a country where the motorist enjoys a high degree of laissez faire, I have, by a very simple linkage, arranged a head lamp which steers automatically from the track rod, geared at 1.3 to 1.

The dip switch dips this lamp and extinguishes the other, which is a fixed head lamp. Everyone who has handled the car agrees emphatically that it greatly reduces the strain of cornering at night on straight roads and turning into gateways. However, I am now a little uncertain of the legal position, and would like your advice. I should also like to know whether a side lamp may be 36 watts and have a 6in reflector.

B.A.O.R. *N. B. P.*

THE law permits head lamps to swivel, provided that the deflection is solely influenced by the movement of the steering. There is some doubt, however, about your gearing up the ratio, and it would be advisable for you to consult a legal opinion as to whether this gear would be permissible. A 1 to 1 gear certainly comes within the law.

These lamps may be head lamps and, in addition to them, the usual two obligatory front lights must be carried, which may, of course, be the normal side lamps.

It is not permissible for a side lamp to be 36 watts and have a 6in reflector. Any front facing light on a stationary motor vehicle must not exceed 7 watts, which means, of course, that side lamps are limited to this wattage.

Fitting Accessories

I have recently purchased a 1938 Austin Twelve saloon and, at the moment, I am having it overhauled. There are one or two points, however, on which the advice of your experts and an unbiased opinion would be of great value:

(1) Is there any advantage to be gained from fitting an oil coil? (2) Would you advise fitting a distribution rectifier in the inlet manifold. (3) Only a mesh strainer is fitted for the oil, so do you think an oil cleaner would be advisable? (4) I had intended installing a radio, but have hesitated to do so on being told that the suppressors needed on the plug leads have a detrimental effect on the engine performance. Do you know if this is true? (5) What are the points to be looked for in buying a fog lamp; where should it be fixed for the best results? *D. G.*

Dewsbury, Yorkshire.

THE fitting of a special coil is usually considered as part of a general tuning process if best results are to be obtained. They are usually employed where owners wish to cut down the mixture strength and increase the plug gaps in an effort to obtain better part-throttle economy. On the other hand, they are also useful where engines have to turn over at exceptionally high revolutions, such as those on sports and racing cars.

Accessories for fitting to the inlet manifold can give an improvement in distribution where the manifold design is not fully efficient. Results depend very much on the nature of the individual manifold and are difficult to predict without actual trial on the car concerned.

Proper oil filters are now being adopted by manufacturers themselves, and they are certainly to be recommended as a means of increasing engine life.

Modern radio installations do not seem to have any appreciably adverse effect on engine performance.

A fog lamp should be fitted as low as possible and pointing slightly towards the near side, for best results. For fog purposes only, a pencil light beam is desirable to avoid any spread of light illuminating the bulk of the fog in front of the car. Low-mounted lamps (below 24in) must only be used in fog or snow.

Two-stage Supercharger

Could you please explain the difference between a one-stage supercharger and two-stage? I am not at all clear in my mind whether two-stage means two separate units, or whether it is one unit twice as powerful as the normal one-stage.

Rutland. *J. C. S.*

THE use of two-stage supercharging involves a second supercharger in series with the first; that is, sucking from the first supercharger and blowing into the engine. By this means the first supercharger will deliver mixture at, for example, 10 lb per sq in, and the second will add another 10 lb, making a total delivery pressure of 20 lb per sq in. This is both more economical in the amount of power absorbed in obtaining a given pressure and, also, better from the point of view of maintaining a good pressure at low speeds without allowing the pressure to become excessive at peak r.p.m.

E.N.V. Gear Box

With reference to an E.N.V. gear box, Type 110, fitted to an Alvis Firefly, 1934, when changing up from second to third, I leave an appreciable interval before allowing the third gear to engage. The interval I have to leave has increased slightly within the last year. Perhaps this may be peculiar to early type pre-selectors—or is it owing to any other cause?

I am wondering if I should send the gear box in for a specialist overhaul before anything goes seriously wrong. I am hesitant, however, as the gear box has no other fault and has never given any trouble. If no time interval is allowed the gear engages with a fairly heavy thud. *P. J. B.*

London, W.5.

THE unpleasant thud of which you speak, which occurs when engaging third gear during the process of changing up, is a result of general wear in the pivots and linkage of the brake bands. It will, of course, eventually result in trouble, and an overhaul of the box is consequently indicated; but, provided reasonable care is exercised and a due interval allowed before engaging the gear, you should have no reason to fear immediate trouble.

Italian Coachwork

With reference to the Lancia, with coachwork by Farina, which was featured in the Paris Show last year, I should like to know the position of these cars with regard to foreign markets. At the moment, we have an importation ban, but when it comes to an end will these cars also be for our market? What is the approximate price at present, and where can I find some more data on the car?

Pretoria, South Africa. *G. F.*

MOST of the coachwork produced by the Italian specialist coachbuilders is available for export and, in fact, a good proportion of the output is sold in this way. The cost is liable to be high, however, and may be as much as 50 per cent more than the cost of the standard coachwork on a similar chassis. Details of styles and approximate prices will probably be obtainable from your Lancia agent in South Africa, or you can write direct to: Pinin Farina, Corso Trapani 107, Torino, Italy.

Austin Seven Springs

Could you give me any information on how to take the rear springs off a vintage Austin Seven? *D. F. W.*

Wolverhampton.

JACK up the chassis just forward of the rear springs and at the rear of the front springs. Disconnect the shock absorbers at the links, take out the spring pins after removing the cotter pins which clamp them to the axle cases, remove the nuts of the U-clips and the rear spring locating bolts. Knock the bolts through the floor of the body. The springs should now come away, leaving the axle in position. The right side rear spring is different from the left side spring, and when resetting the springs, new wooden packing pieces should be used.

COLMORE WITH THE GLOVES OFF

A CLOSE FIGHT IN SPRING SUNSHINE

Ken Rawlings, in "Buttercup" (Vanguard Special), entering the final hairpin on Postlip.

SPRING sunshine acted as a tonic to the 69 starters in this year's Colmore Trophy Trial, organized by the Sutton Coldfield and North Birmingham Automobile Club (Sunbac). Although spectators suffered from a chill wind during the afternoon, the drivers and the course remained dry—which made it quite an occasion.

The 1949 winner, J. Clegg, was a non-starter, but the number of experienced trials drivers in the entry list suggested that it was "anybody's trophy." The car list was as interesting as ever, and credit was reflected on the entrants by the clean and presentable mounts which assembled in the paddock, at Prescott, before the start.

Specials Predominant

Very few cars were described by conventional makers' names, although Ford, Austin, H.R.G., Standard, Morris and Frazer-Nash made their appearance in the list. There was, of course, a good sprinkling of Allards and Dellows. The remainder were almost entirely of the "special" family, notable offsprings being L. Onslow Bartlett's spidery Ford Ten engined car, Ken Rawlings' Vanguard Special, L. Parker's 4-litre chariot, and some creations equipped with Mercury engines. One of the latter was particularly unfortunate on Fish Hill, when, in the hands of A. E. A. Day, it broke an axle shaft, whereupon the rear right-side wheel came off and the brake plate bit the mud. In all, four of the starters failed to finish.

Gypsy Lane, the first hazard, fulfilled the function of warming up drivers and cars alike without any marks being lost, but at Corndean there were two failures, and a further 17 cars were put out of the running for a first-class (no marks lost) award.

Kineton was one of those pleasant climbs which, thanks to the dry surface, caused no trouble, but provided the pleasure of some apparent thrills enjoyed by the small, but regular, group of onlookers. Postlip was similarly enjoyed by drivers and spectators. This was made up of a sharp right-handed hairpin at the start, a longish straight and a sharp, steep, left-handed turn at the finish. There were no failures, but the running for a first-class award was reduced to 31.

In between Postlip and Kineton a cross-roads driving test, which helped to select trophy winners, was enjoyed by everyone—with one exception. This was a passenger who buried her head in her shoulder and, with astonishing determination, kept it there until the test was over! The cross-roads providing plenty of mighty revving sounds at close quarters, it was one of the points chosen by the B.B.C. recording car for collecting material for a broadcast later that day. Ken Rawlings, in his "Buttercup," was one of the drivers who helped to provide the noises off.

Another harmless ascent was Laverton, a steady climb up a rutted, wet track, divided into two tests. All the entrants kept moving at a goodly pace, and a good climb was had by all. The same could not be said of Fish Hill, however. This was the main "stopper," divided into parts one and two.

The first section was a straight, short, steep climb from a standing start in which 11 cars lost the maximum marks. Part two, however, was the high-spot of the day, causing 21 failures. This second section attracted a large crowd, which, in turn, seemed to attract J. W. Fowler in his H.R.G. When nearly at the top he mistook the course, scattered marshals and onlookers alike, returning to the crooked and narrow with reduced speed, which was responsible for the car bellying on the summit.

The Ones Who Got Away

Amongst the many fine climbs on Fish Hill were L. Onslow Bartlett's, which came to an unfortunate end when, over the top, he thought he had finished and began a descent before he realized what was amiss; H. E. Roberts', in his little Robros, which was achieved by some exceptionally effective bouncing; and G. Pentony's, calmly and skilfully driven in his Morris. O. H. J. Davies, Davies Special, and D. J. Hase, Meakin Cross, both had the tractor operator confused by coming to a standstill in an unpromising way and then restarting to make a successful climb. Hase's halt was made half-way up, while Davies restarted from scratch.

After Fish, Dovedale and Meon hills were "minor" affairs, even though Meon caused four failures and Dovedale one.

In the evening, competitors got together in Shipston-on-Stour to await results which, provisionally, were:—

Colmore Trophy (Best Performance).—F.M. 3,917 (A. W. Francis), 0 marks lost. Test times, 52.2 sec.

Rhode Cup (Under 1,100).—Bold, 1,080 (C. L. Bold), 0; 53.0sec

Shell Cup (1,100-1,500).—Ford 1,172 (M. Wilde), 0; 52.4sec.

Bernard Morris Cup (Over 1,500).—Allard 4,000 (K. Burgess), 0; 56.4sec.

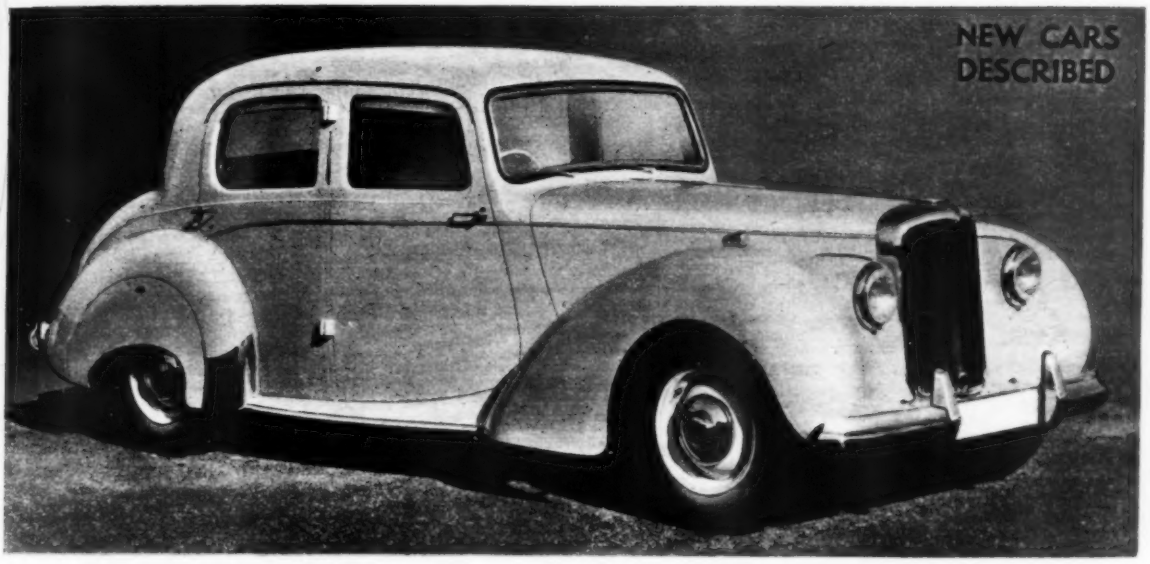
Club Team Trophy (Best team of any three drivers).—The Alvechurch team (N. V. Terry, V. Ostromouff, R. B. Lowe), 3 marks lost.

First-class Awards.—Ford 1,172 (G. P. Mosby), 0; 53.4sec; Oliver 1,172 (L. J. Oliver), 0; 54.2sec; Dellow 1,172 (G. D. Waldron), 0; 55.4sec; Dellow 1,172 (N. V. Terry), 0; 55.0sec; Dellow 1,172 (R. B. Lowe), 0; 53.2sec.

75 entries, 6 non-starters, 4 non-finishers.

(More pictures on page 317)

G. E. Spears' passenger goes in for high frequency bouncing on Kineton. The car is a Dellow.



This latest model, of a *marque* renowned for its high quality, will make its first public appearance at the Geneva show.

3-litre Alvis Six

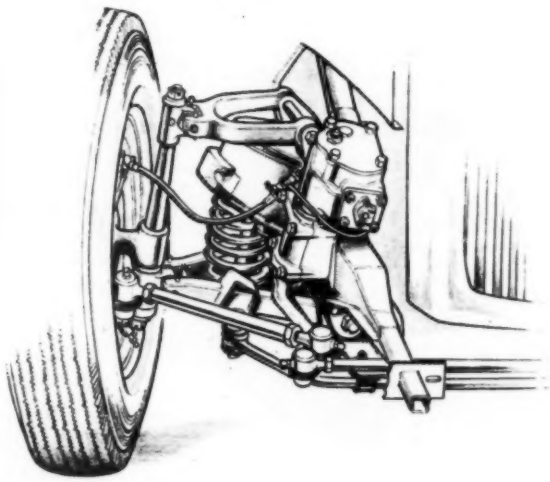
FINELY ENGINEERED SALOON FOR MODERN REQUIREMENTS AND FLEXIBLE PERFORMANCE

TO the many admirers of this *marque* it may seem a long time since an entirely new Alvis has appeared. There have been many reasons for the delay, commencing with enemy action during the war and continuing with the intention not to produce a new car before every detail had been thoroughly examined, tested, and proved up to the high standard on which the firm has established its reputation. Now that the new model does appear, its characteristics will be found to continue and to increase the points of appeal which endeared the previous models to their owners. The car looks like a British Alvis, and underneath the exterior is that careful attention to the detail points of fine engineering.

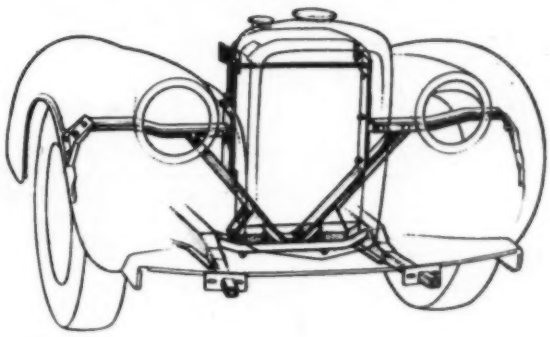
The design is definitely advanced. Perhaps the best way to crystallize that remark is to state that although the new engine has six cylinders instead of four, and although the cylinder capacity is 2,993 c.c. instead of 1,892 c.c. it weighs no more than 550 lb against 500 lb for the four-cylinder. This result has been obtained by really capable design in which weight is not wasted, a point at once obvious to an examining eye.

A general impression of the car can be given by saying that the special features of Alvis design in engine, clutch and gear box are retained, including the light and positive central gear change. The rear axle has a hypoid bevel final drive; the power unit is mounted farther forward in a stout box-section frame; the independent front suspension system is of the lateral wishbone and coil spring type; the weight distribution is improved and the suspension made softer, with a definite gain rather than a loss in stability. In deciding the characteristics of the engine the emphasis has been put upon power at those so much-used low and medium revs rather than on peak speeds, the aim being to produce a car which is exceedingly flexible on top gear and has virile powers of acceleration.

The new engine, which has six cylinders of 84 × 90 mm (2,993 c.c.), is almost "square"; that is, the stroke is not much greater than the bore. The Alvis Fourteen engine is 74 × 110 mm—relatively a much longer stroke. The



Front wings, radiator block and shell are carried by a flexibly mounted frame on the front cross member of the chassis. The front suspension (left) is of the wishbone and coil spring constant track type. The track rod of the steering connects at its other end to a slave arm mounted to a similar bracket on the frame; this makes the provision of left-hand steering easy. Dampers are inside the coil springs, and an anti-roll bar can be seen at the bottom of the sketch.



3-LITRE ALVIS
continued

SPECIFICATION

Engine.—Six cylinders, 84×90 mm (2,993 c.c.). Overhead valves operated by push rods. Seven thin-shell main bearings. Pump and fan cooling with thermostat. Forced lubrication by submerged gear pump with floating intake filter. Solex dual down-draught carburettor. Compression ratio: 6.9 to 1. **Max. torque** 147 lb ft at 2,000 r.p.m. Piston speed at 1,000 r.p.m. 590.6 ft per min. Road speed at 2,500 ft per min piston speed, 76.66 m.p.h.

Transmission.—Single-plate Borg and Beck clutch. 4-speed gear box. Overall gear ratios: Top 4.27, third 5.68, second 8.24, first 12.68 to 1. Hardy Spicer open propeller-shaft. Hypoid bevel final drive.

Suspension.—Wishbone and coil spring independent front, half-elliptic rear. Girling Hydraulic ram-type dampers.

Steering.—Burman Douglas worm and nut.

Brakes.—Lockheed hydraulic two-leading-shoe in 11in drums. Pistol-grip hand brake on rear wheels only. Total friction area 189 sq in.

Tyres and Wheels.—Dunlop 6.00×15in on bolt-on disc wheels.

Fuel System.—14.3-gallon rear tank; 2-gal reserve supply operated by switch on instrument panel. AC mechanical fuel pump, camshaft operated. Fuel consumption: 25 m.p.g. at constant 45 m.p.h.

Electrical Equipment. — Lucas 12-volt, centrifugal and vacuum advance and retard. Twin stop and tail lamps, twin horns.

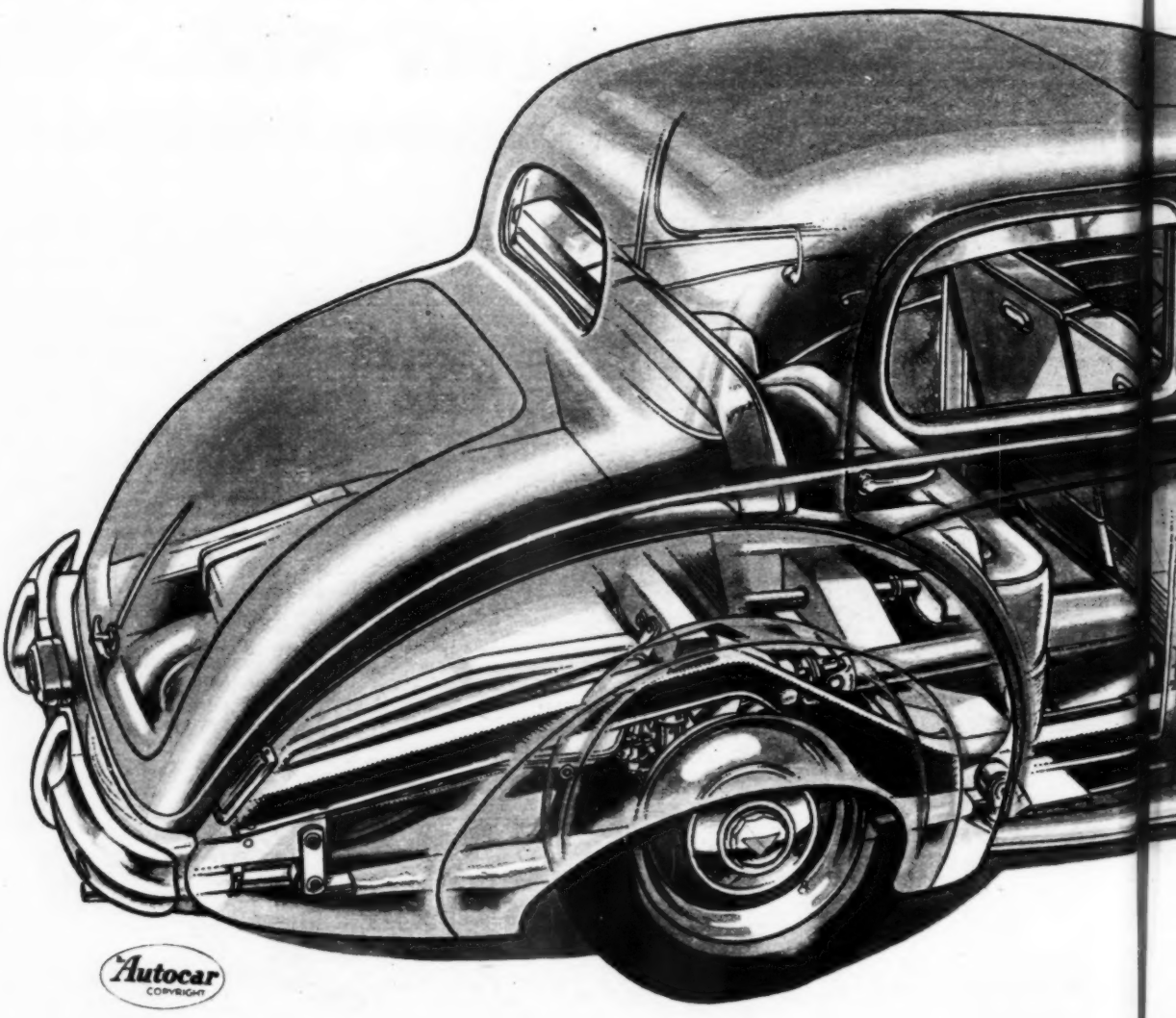
Jacking.—Bevelift from four corners.

Main Dimensions.—Wheelbase 9ft 3½in (283.21 cm). Track, front 4ft 6⅝in (138.747 cm), rear, 4ft 6½in (137.477 cm). Overall length 15ft 4½in (468.629 cm). Height 5ft 3in (160.019 cm). Width 5ft 6in (167.639 cm). Ground clearance 7½in (19.049 cm). Weight, chassis 17 cwt (8,551.4 kg). Complete, dry, 27½ cwt (13,833 kg).

new engine should therefore be capable of running smoothly at high revolution speeds. A short stroke reduces the size and weight of the crankshaft, reduces piston speed, and makes for a more compact, more rigid, and less heavy crankchamber. The counterweighted crankshaft is carried in seven thin-wall, steel-backed bearings, and the bearings have substantially ribbed support in the crankchamber. A short stroke also reduces the necessary length of the connecting-rods, which are of steel and generously swept from the H section into the big-end. The gudgeon pins are fixed in the small-ends, bearing in aluminium alloy pistons of the Lo-Ex alloy type; they have two compression rings and one scraper.

Overhead valves of the customary Alvis design are used, set in line. They seat in combustion chambers of lozenge shape.

Compound valve springs are employed. The valves are operated by means of rockers on a single overhead rocker shaft, which is pressure lubricated from end to end, whilst the oil is also fed to the rocker ends. This valve mechanism is particularly neatly designed. Push rods connect the rocker



ends to the barrel tappets, which bear on the cams. The push rods are light and short, because the camshaft is mounted fairly high up in the cylinder block. The camshaft itself is driven by a duplex roller chain encased at the rear end of the engine and provided with a spring-loaded automatic tensioner. A skew gear on the camshaft drives a vertical shaft with the distributor head at the top and the submerged gear pump at the foot. The distributor head is fitted with centrifugal and vacuum controlled advance and retard, and the gear pump has a floating intake filter. Pressure oil feed goes to the main bearings and big-ends, and to the camshaft bearings and valve rockers. There are no external oil pipes; the oilways are internal drillings.

Engine Details

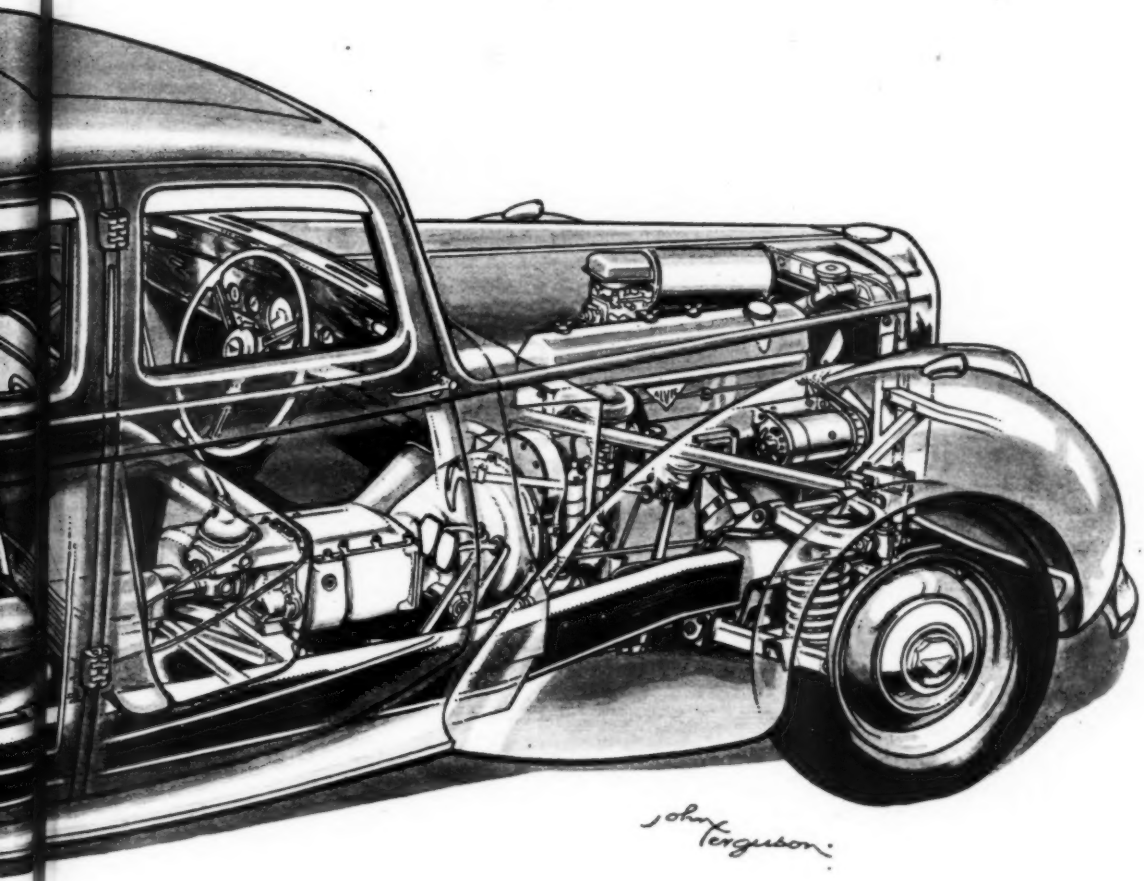
Detachable from the block, the cylinder head is notable for the clear waterways around the valve seats, and for the method of directing the cool water from the pump to an internal copper tube from which it issues through holes opposite each exhaust valve seat. The pump is belt driven with the dynamo from the front of the engine. A thermostatic bypass ensures rapid warming up from cold. A fan is fitted.

The cylinder block is combined with the greater part of the crankchamber. The bores are entirely separated, with water spacing between the barrels, and the water jackets are full length. It has already been remarked that the crankcase is well ribbed to attain rigidity.

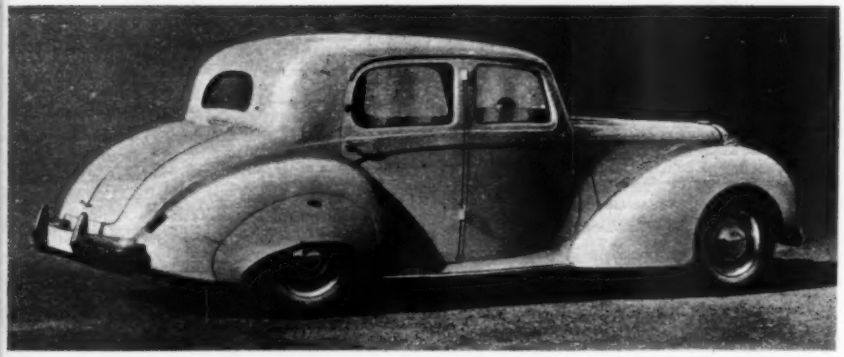
From the breathing and exhaust angle this engine is treated as two sets of three cylinders. The exhaust manifold terminates in two outlets which are piped to two separate silencers below the rear floor, and above the centre of the manifold is a hot-spot seat upon which the centre of the pair of inlet manifolds rests. The carburettor is a Solex 30 mm dual downdraught. It will be seen from the b.h.p. and torque curves for this engine that maximum torque reaches 147 lb ft at 2,000 r.p.m.

The transmission is orthodox Alvis practice, including the excellent synchromesh gear box, with its crisp central change, which a keen driver can use to such advantage. The overall gear ratios give 18.11 m.p.h. on top gear at 1,000 r.p.m., 81.44 m.p.h. at 4,500 r.p.m., and a maximum of 85 m.p.h. There is

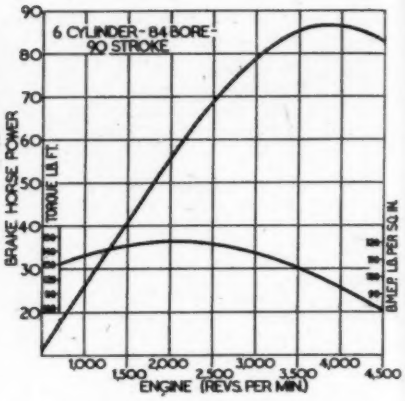
Front seats are of the divided bench type and are separately adjustable. The rear seating position affords good visibility and the seats incorporate comfortable arm rests and deep squabs giving good support.



The power unit is mounted farther forward in the stout box section frame than was the case in previous models. Instruments are symmetrically arranged with the speedometer central in the facia. Note the short remote control gear lever, retained in the traditional position.



Helmeted wings, with removable valances half covering the wheels, blend very harmoniously into the lines of the tail.



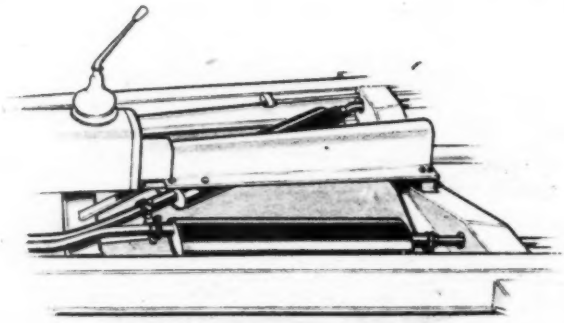
The torque curve reveals power at the lower and medium revs and indicates good acceleration, with useful top gear performance.

3-LITRE ALVIS : continued

one departure, that is the adoption of the hypoid bevel final drive in the rear axle, which has semi-floating half-shafts. This, of course, allows a lower and flatter floor for the body.

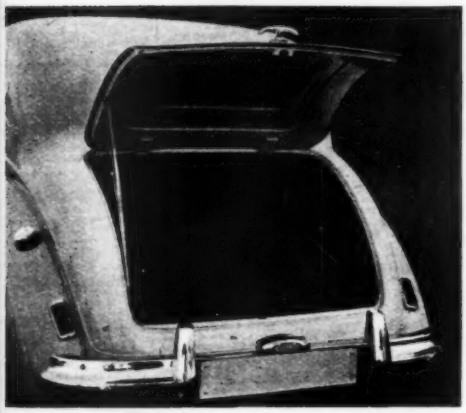
The frame is a new design, especially arranged to give the rigidity necessary for the altered weight distribution and the softer suspension, which is independent at the front. The side members are of box section, with box-section cross members. Across the front of the frame is a cross member of large size to give support for the wishbones of the independent suspension. On each side the lower wishbones, or links, are of channel-section steel and are anchored above and below the frame on rubber bushes. The outer ends are linked on metal bearings to the steering king pin of the stub axle, and upward thrust is taken on a roller bearing. A pan in the frame side member houses the top end of the coil spring, the lower end of which rests on the lower and longer wishbone. Rubber snubbers are provided to limit the travel of the wishbones.

A Girling ram type of hydraulic damper passes down the centre of each coil spring. From the lower link on one side an anti-roll torsion bar passes across to the other. The steering linkage is essentially simple. On each side of the front of the frame is mounted a steering arm, and the two arms are interconnected by a track rod. From each lever a drag link runs to the steering lever on the adjacent stub axle. The Burman Douglas worm and nut type of steering gear can be assembled on to the fulcrum spindle of either a right or a left steering arm as needed.



The centre section of the chassis, showing the mounting of the dual silencers and the transmission tunnel. Incidental : a short, stiff and central gear lever.

A luggage locker of great width and capacity has a level, rubber-covered floor. Tools are carried conveniently on the right side and the spare wheel is under the floor, hinged to permit withdrawal without disturbing luggage.



On a car of the Alvis breed, in which performance is intended to be used, brakes have a particular importance. The new car is fitted with Lockheed hydraulic two-leading-shoe brakes operating in drums 11in in diameter and 2¼in wide. The total lining area is 189 sq in. The pedal operates the four brakes, and a pistol-grip hand brake operates on the rear wheels only.

Although the car very definitely has a "new look," the interior of the coachwork has similar proportions to those of the current Fourteen saloon, the body being a compact four-seater four-door design, with the doors hinged on the centre pillar, drop windows with glass ventilator louvres, a sliding roof, and a recess in the roof to increase rear seat headroom.

Trimmed neatly and without ostentation in leather, the seats are comfortably proportioned. The two front seats are separately adjustable, but are of the divided bench type. The rear seat has a folding centre arm rest. In the front is a facia of walnut with a glove box on one side, and the instruments are grouped on each side of a large central speedometer. Neatly arranged below them are two groups of minor controls.

At the back of the body is a graceful tail forming a large luggage locker. The spare wheel does not intrude upon the luggage space, for it is carried beneath the floor thereof and is completely enclosed in a steel pan, hinged so that it can be dropped open at the back to allow the wheel to be easily withdrawn, and without need to disturb luggage. The first production car to be finished has gone to the Geneva Show, and is fitted with Dunlop white wall tyres. The head lamps are streamlined into the front wing valances, and separate small side lamps are fitted. Modern large bumpers are used and have substantial overriders. The rear wings are fitted with detachable "spats."

To sum up, this new Alvis is a decidedly attractive car, graceful in appearance, not over-modernized, and is put together with that care which has been the sound foundation of the maker's reputation. It should have an exceptionally flexible performance.

For the first time!

SURE PROTECTION AGAINST TYRE-BURST DISASTER

*AMAZING **LIFEGUARD** SAFETY TUBES MAKE BURSTS HARMLESS AS A SLOW LEAK*

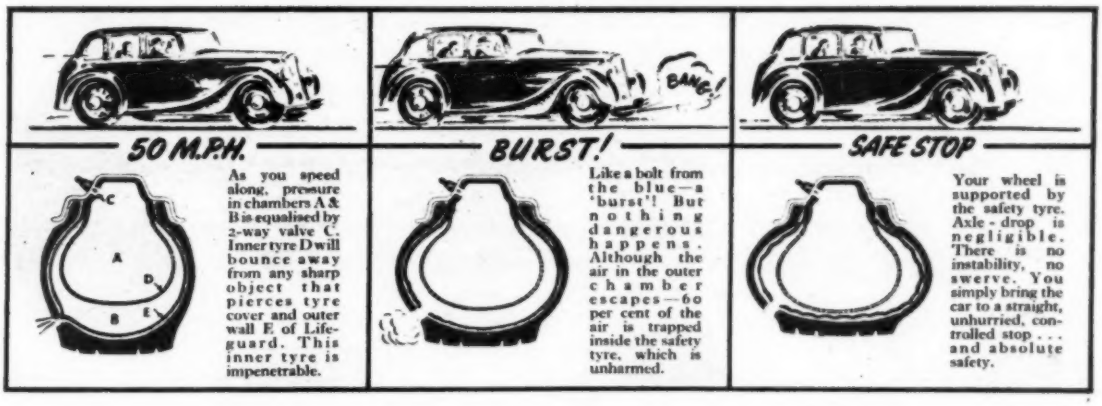
MOTORISTS need no longer dread the split-second disaster caused by sudden tyre-bursts . . . the dangerous axle-drop, the vicious swerve that wrenches the car from your grasp and flings it clean off the road or into on-coming traffic. The arrival on the market of the revolutionary new Goodyear Lifeguard safety tube makes tyre bursts as harmless as a slow leak.

Lifeguards enable you to bring your car to a gradual, straight, controlled stop after the most violent burst. Inside the outer wall of the Lifeguard, a tough 2-ply safety tyre takes the weight of the car. Axle-drop is so slight that it has no disturbing effects at all. Your safety is complete.

Strongly-built Lifeguards outlast as many as *three* normal tubes. They are an economical and very practical life insurance policy, covering every member of your family. Fit Lifeguards now, and ensure your future motoring safety.

LIFEGUARD to the rescue!

WHAT HAPPENS IN A 'BURST



LIFEGUARD *SAFETY TUBES*

by GOODYEAR

FOR SAFETY

FOR YOUR FAMILY'S SAKE, FIT THEM NOW!

for Magnificent Motoring

"British roads cramp this car, but certainly it can make the very best use of them, as witnessed by average speed performances recorded, examples being 53 miles in one hour, 54 in another, and 56.5 in yet another, the last forming part of a run over an admittedly selected favourable route during which 74.5 miles were covered in 77 minutes, and 102 miles in two hours exactly.". . . . *vide "THE AUTOCAR" 25th February 1949*

"This car will fly over a main road slope at a steady 80, where the road is clear, accelerating all the way, and it is only through a baulk or for something quite severe in gradients that one has to think of gear changing as an aid to climbing." . . . . *vide "THE AUTOCAR" 25th February 1949*

1½ litre Saloon £714. Purchase Tax £199.1.8 100 h.p. 2½ litre Saloon £958. Purchase Tax £266.17.2.

Riley - as old as the industry - as modern as the hour

RILEY MOTORS LTD., Sales Division, COWLEY, OXFORD. London Showrooms: "RILEY CARS," 55-56 Pall Mall, S.W. 1

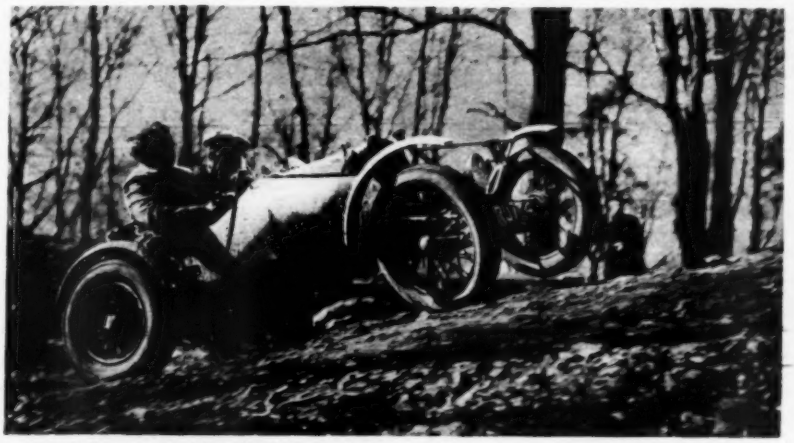
Overseas Business: Nuffield Exports Ltd. Oxford and 41 Piccadilly, London

A NUFFIELD PRODUCT

Colmore Capers

(Report on page 312)

Right : Taking the final bend at Postlip with a determination which won the Colmore Trophy—A. W. Francis in his H.R.G.-looking F.M.



The well-known Bartlett Special, Ford Ten engined, would have made a clear run had not L. Onslow Bartlett, at the wheel, turned round before reaching the end of Fish Hill. He was under the impression that he had passed the finish.

Anchor away! A. E. A. Day's Mercury Special comes to grief at Fish Hill. The axle shaft broke as he pulled away from rest to approach the start.

W. F. Mead, Allard, takes Kineton at speed, his passenger relying upon the windscreen for support. Right : The N.T. Special making an outstanding climb of Fish Hill. In the hands of J. Coates it made its rapid ascent in a series of frog-style leaps, to the great satisfaction of the spectators.

Britain Introduces

THE GAS

THE NEW ROVER TURBOCAR SHOWS ITS PACES AND PASSES R.A.C. TESTS WITH FLYING COLOURS

(Story on page 302)

Left: Press interest was intense and enthusiastic at Silverstone. Here Mr. Maurice Wilks prepares for a run with the B.B.C. commentator while visitors cluster round the revolutionary turbine driven Rover.

At the R.A.C. tests at the Lindley Proving Ground of the M.I.R.A. on Wednesday, March 8, when figures were taken, Mr. G. Geoffrey Smith prepares to lap the course. A speed exceeding 85 m.p.h. was recorded for the special test.

The instrument panel of the prototype is replete for recordings of temperature and pressure at various points, in addition to the customary instruments. At the wheel is Mr. C. S. King, one of the Rover turbine engineers. On the right is the corner of one of the exhaust outlets.

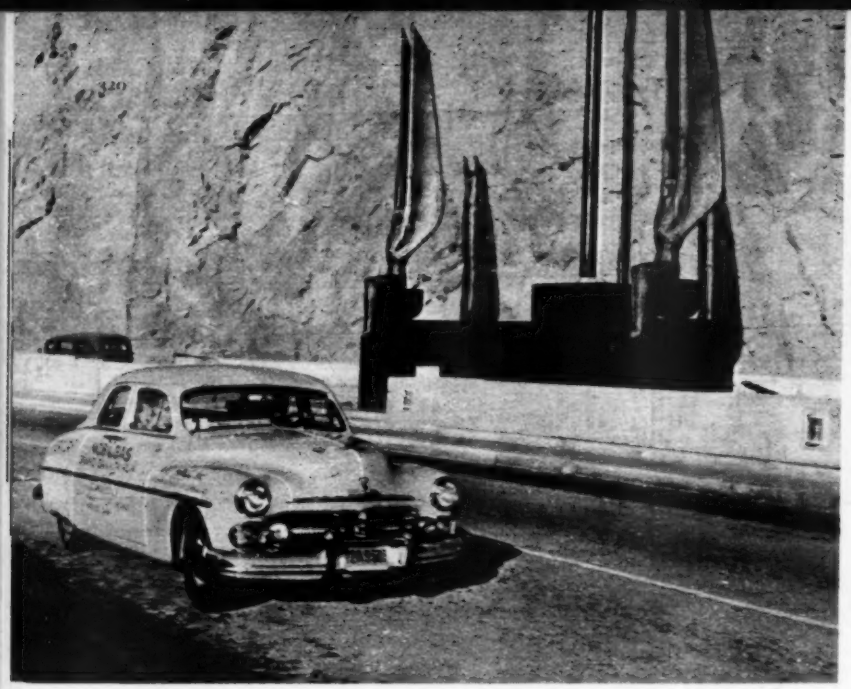
Honours list at Rovers is long in the development of the turbocar, and high in it stands Mr. F. R. Bell of New Zealand (right) the turbine engineer of the company, and Mr. C. Hudson, in charge of bench tests and assembly.

TURBINE CAR

Mr. Maurice Wilks, Rover's chief engineer, accompanies Mrs. S. B. Wilks during a demonstration run.

Right: The managing director of the Rover company, Mr. Spencer B. Wilks, takes a trial trip at the Lindley Proving Ground. Observe the three air intakes, which are duplicated on the other side of the car.

As the Rover gas turbine car was not registered for road use, it arrived at Lindley, near Nuneaton, in a van. The graceful design of the streamline tail, under which is housed the gas turbine, will be noted.



Bill Stroppe (left), driver of a Mercury, with his trophies—the American Automobile Association's perpetual Sweepstakes cup, and the trophy for Class D. Left : Stroppe's car crossing the Hoover dam, with some striking monumental statuary.

LOS ANGELES to GRAND CANYON

M.P.G. THE DECIDING FACTOR IN A 750-MILE U.S. STOCK CAR EVENT

THE Grand Canyon Run for U.S. stock cars has to its credit what must be one of the most colourful routes in the world. This year 31 cars, all 1950 saloons as stipulated in the regulations, left Los Angeles on the 751-mile route via Mojave, Death Valley Junction, Las Vegas, and Boulder Dam, and all arrived at the southern lip of the Grand Canyon within a total driving time of 18½ hours. An overnight stop at Las Vegas was the only official interruption, during which the cars, which had been impounded for three weeks for A.A.A. scrutineering beforehand, were again under official surveillance.

The event is sponsored annually by the General Petroleum Corporation and prizes are awarded on a basis of petrol consumption, provided the cars finish within the 18½ hours' running-time limit. The cars can be entered by manufacturers, dealers, or individual owners, provided they have not covered more than 5,000 miles since manufacture, and that the front wheel track is at least 54in.

Each car had ballast added as necessary to bring up the weight to the equivalent of four passengers, and an A.A.A. representative was carried in each car to make sure that no one practised any coasting.

The route was not selected only for its beauty—the drivers were hardly in a position to appreciate their surroundings—but also because it provided the terrain which tested the cars thoroughly. The difference in altitudes encountered was over 7,000ft, from which the public could deduce that the petrol consumption figures were comparable with what they could expect in normal running.

The cars were in price-range classes, and weight was taken into account when calculating consumption. In the first price class a Willys Jeepster won, with an m.p.g. figure of 26.099 (American gallon), and a Ford Six took the next class at 23.326 m.p.g. Subsequent class winners were: Kaiser Special, 23.946 m.p.g.; Mercury, 26.524 m.p.g.; Studebaker, 24.887 m.p.g.; Frazer, 23.907 m.p.g.; Cadillac, 22.972 m.p.g.; Cadillac, 22.525 m.p.g.; Cadillac, 22.080 m.p.g.; Cadillac, 17.245 m.p.g.

The start took place at night. Left : a Cadillac which made fastest time over the course, recording 22 m.p.g. and taking second place in the Sweepstakes, passes through Arizona between Kingman and Williams.

ALVIS

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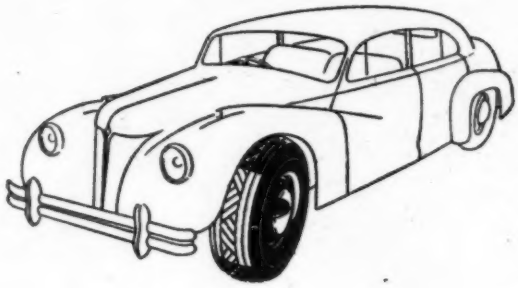

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NEW CARS DESCRIBED

The FIAT 1400

The 1400 under test on the private track adjacent to the factory.

MANY ORIGINAL FEATURES ON NEW ITALIAN CAR FOR WORLD MARKETS

PRODUCTION lines at the great Mirafiori Works of the Fiat organization on the outskirts of Turin have just begun to turn out a remarkable new car known as the Fiat 1400, which is to lead the Italian drive for car sales in world markets. It is a car which will enhance the Fiat reputation for good performance, suspension and handling qualities and has at the same time the large body space, lightness of control and quiet running calculated to appeal to buyers who are accustomed to the American type of vehicle.

The 1400 has in fact a distinctly international background. The Mirafiori factory, already one of the best equipped in Europe, has just received 350 of the newest American machine tools, made available at a cost of some millions of dollars in Marshall Aid. Press tools for the new body structure were made partly by the Budd Corporation of America and partly by Britain's Pressed Steel Company, and several items of equipment are being obtained from Britain and America. In the drive for markets Fiat is strengthening its sales and assembly organizations throughout the world. Prototypes are already being demonstrated in India and Australia and sales plans for Canada are well advanced. This car will therefore engage the close attention of the British industry and the design is packed with interesting features which merit careful study.

Integral construction has been used for the first time on a Fiat and the designers have been able to provide space for six people and a really capacious luggage locker within very compact overall dimensions. The car is substantially less than 14ft long and some 5ft 5in wide. The engine and radiator are carried very far forward and a two-piece propeller-shaft helps to reduce floor obstructions to the minimum.

The four-cylinder engine has a bore much greater than the stroke, which allows it to run continuously near to its maximum revolutions without excessive friction. Special care has been given to circulation of the cooling water and crankcase ventilation and the engine is elaborately sealed against dirt and grit. Transmission includes a four-speed gear box of very compact and robust design and the drive is taken through a two-piece propeller-shaft in which rubber couplings are combined with torsion bar drive to damp out all annoying vibrations at the source.

Front suspension is conventional, with wishbones, coil springs and anti-roll bar, but at the rear there is a new layout of considerable ingenuity. It combines flexible radius arms with vertical coil springs, while a transverse compensating bar locates the axle and gives the suspension a progressive rate.

Throughout the design there is evidence of great attention to detail and care has been taken to prevent transmission of noise and vibration through the structure. Work on the new car began in August, 1946, and a very great mileage has been accumulated on some twenty prototypes.

With a bore and stroke of 82 x 66 mm, the new Fiat engine has a stroke-bore ratio of only 0.805 to 1. This results in a piston area of 32.7 sq in, which is remarkably large for a four-cylinder unit, with a swept volume of 1,395 c.c. (85.2 cu in). The mean piston speed is very low and reaches only 1,900ft per minute at the peak of the power curve, when the engine is said to be delivering 44 b.h.p. at 4,400 r.p.m. Fiat designers are satisfied that this engine has unusually low friction losses and the cylinder proportions have allowed room for exceptionally large valves which confer a high volumetric efficiency. The cylinder head is in aluminium with inserted valve seats and the block is in cast iron with hardened liners which are spigoted into the base and sit on aluminium rings. The liners can be quickly lifted out for replacement.

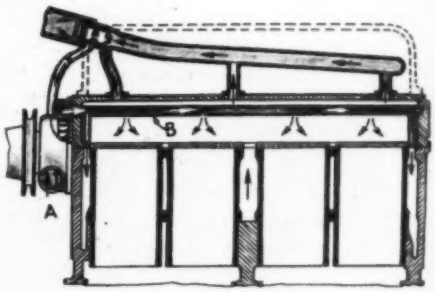
Bimetal Push-rods

The inlet valves are larger than the exhaust, and in an endeavour to maintain constant clearances and so obtain quiet running under all conditions, the inlet push-rods are half aluminium and half steel, while those operating the exhaust valves are of steel throughout their length. The proportions of the engine allow room for a very robust crankshaft which is balanced on a Gisholt machine. The crank throws are very short and the big-ends, which have Vandervell thin-wall white-metal bearings, are 2.07in in diameter, the mains being 2.48in.

Particular care has been given to the cooling system and the flow from the centrifugal pump is taken through the internal gallery in the head, which directs jets on the plug and valve seats, while at each end of the engine there is an outlet giving a forced feed round the cylinder barrels. A riser pipe with three branches on the cylinder head leads the water back to the header tank past the thermostat and its by-pass.

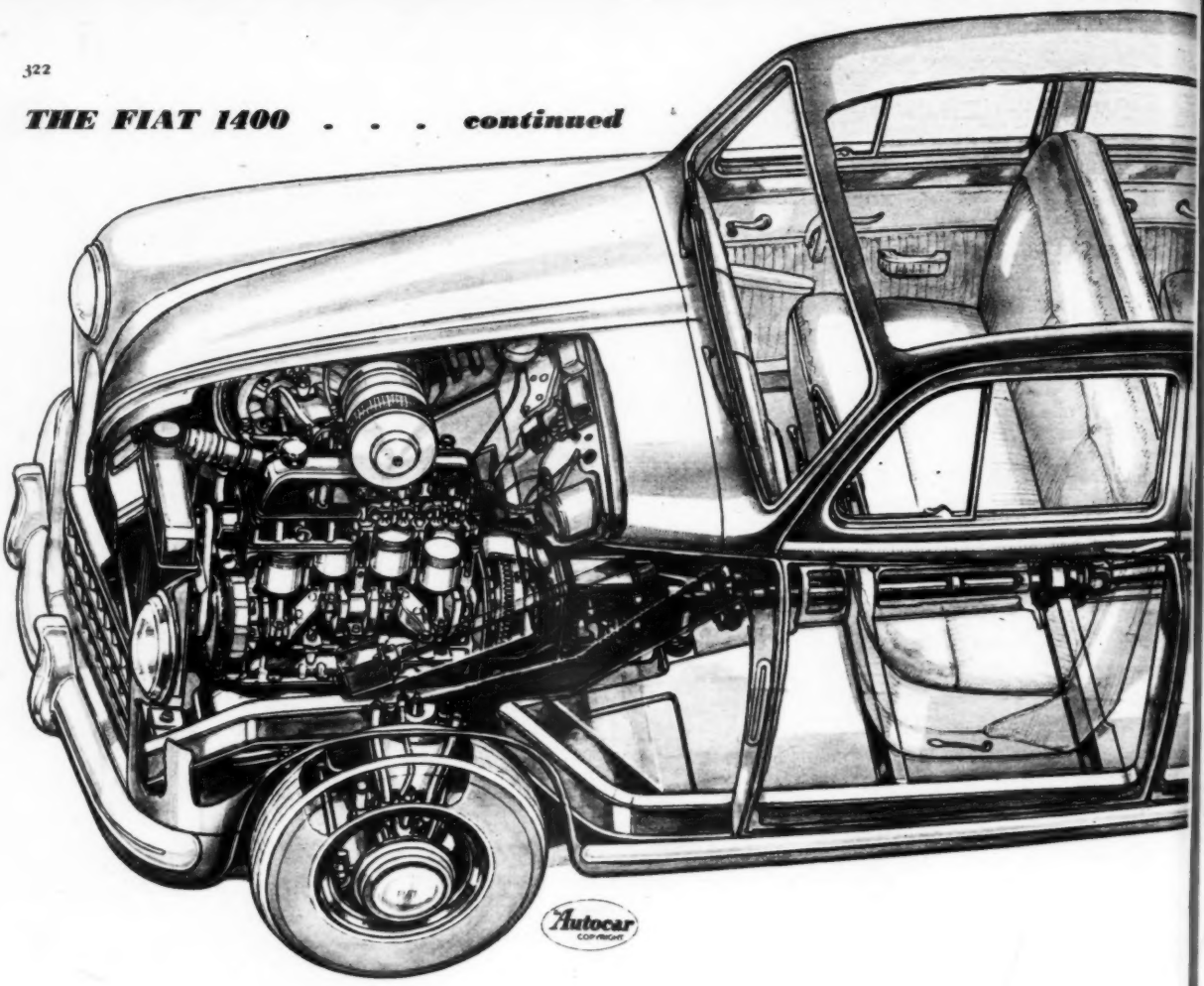
Among the provisions for keeping grit and dirt out of the engine are spring-loaded rubber seals on each end of the crankshaft. The air for the carburettor passes through a large fabric filter and silencer and a small part of the ingoing air is led off to ventilate the crankcase, whence oil mist and vapour rise past the push-rods and are drawn off through a pipe into the inlet manifold. This produces a steady circulation of air through the engine, which should discourage corrosion and sludge formation. A small external casting on the side of the crankcase houses the oil pressure release valve and connections to the Fram by-pass filter. It is easy to inspect the valve and it would be possible to substitute a full-flow filter to cope with extreme conditions without extensive modifications

In the transmission there are several interesting features which typify the extreme care taken to secure smooth, vibrationless running. The gear box itself has a short centre section in cast iron mounted between a bell housing and a tailpiece of aluminium. Space is saved by carrying the output gear for first and reverse on the outside of the synchromesh units for first and third. The second gear train and its associated synchromesh are outside the main casting, the second gear pinion being made as part



Cool water from the radiator enters the pump housing at A and is fed along the internal gallery B from which jets impinge on plug and valve seatings. Additional outlets at front and rear feed water round the cylinder barrels. The three-branch riser encourages an even flow from the cylinder head to the radiator past the thermostat.

THE FIAT 1400 . . . continued

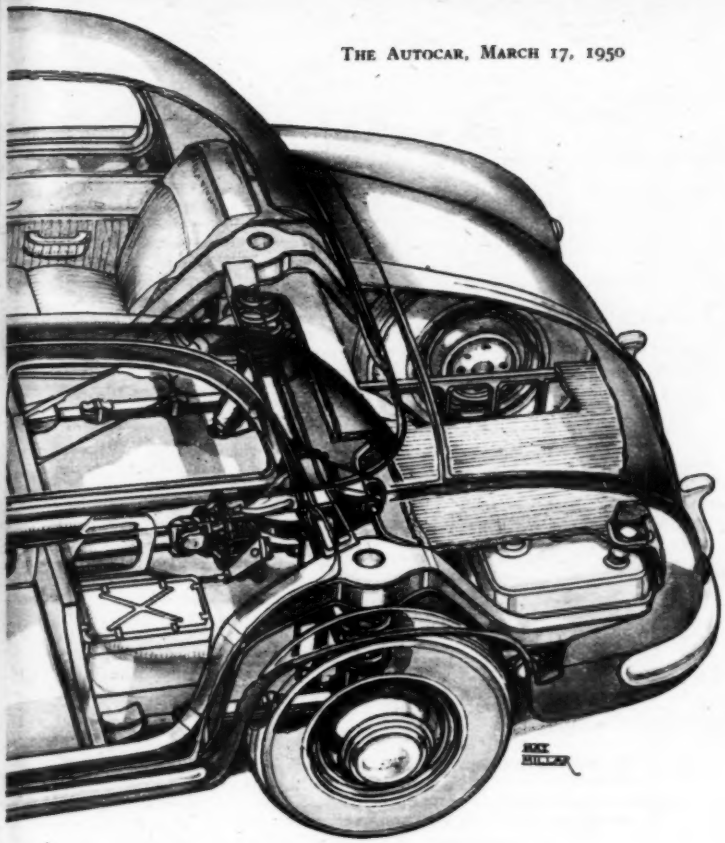


of the shaft which supports the hollow layshaft cluster. All the synchromesh units are of the baulk ring type and although a steering column shaft is used the selectors are on top of the box.

Behind the gear box is a rubber cushion coupling to which is attached the first half of the propeller-shaft. Externally this shaft looks conventional, but the drive is actually taken through a solid torsion bar 15 mm in diameter which may twist through an angle of 40 deg in extreme conditions, thus effectively absorbing shocks and discouraging transmission of vibration. The torsion bar is enclosed in a tube which is splined to it at the forward end and carries intermediate bearings inside it to prevent the bar whipping. There is a roller bearing mounted in rubber on a cross-member just behind the front seats and from here a conventional open propeller-shaft extends to the rear axle. It is worth noting that there are no sliding splines in the transmission. The rear propeller-shaft is approximately the same length as the radius arms about which the rear axle pivots. They swing about different centres, but any slight end motion is accommodated by the rubber mounting of the centre bearing and the rubber cushion drive behind the gear box.

The rear axle has a hypoid bevel and on the pinion shaft there is a drum for the externally contracting hand brake. This type of hand brake has long been used by Fiat but on previous models it was situated behind the gear box. The new location relieves the propeller-shaft of braking stresses at the expense of some increase in unsprung weight. Fiat designers prefer the transmission hand brake to one incorporated in the rear wheel brakes, as no matter what abuse may be given to the car's normal braking system on long mountain descents a complete alternative brake is available in an emergency. At the same time great pains have been taken to endow the 1400 with really durable wheel brakes which will stand up to the hardest use. They are hydraulically controlled, with drums of 9¾in diameter, and greater effort is provided on the front wheels by giving them larger operating cylinders than those at the rear. An excellent feature—more to be expected on a racing car than a production touring model—is the ribbed brake drum which has cast-in centrifugal ducts to draw a constant stream of air

The cabriolet version of the 1400 uses similar pressings to those of the saloon at front and rear, and is similar in the layout of the seating and large luggage locker. It is built on a chassis formed of the base and scuttle elements of the saloon structure, suitably reinforced.



Max Millar's sketch reveals the main lines of the reinforcements in the integral body-chassis structure on the Fiat 1400. It also shows the forward mounting of the short-stroke engine, the rubber cushioned torsion bar transmission and the unique rear suspension. The petrol filler is under a flap in the floor of the luggage locker and the spare wheel is carried vertically alongside the fuel tank.

FIAT 1400 SPECIFICATION

Engine.—Four-cylinder. 82×66mm, 1,395 c.c. Cast iron block with wet liners. Aluminium head. O.h.v. operated by push-rods. Three bearing crankshaft. Cooling by fan and pump with thermostat. Compression ratio 6.7 to 1. 44 b.h.p. at 4,400 r.p.m. Maximum torque 64.1 lb ft at 2,700 r.p.m.

Transmission. — Single-plate clutch and four-speed constant mesh gear box. Synchromesh second, third and top. Steering column change. Two-piece propeller-shaft with flexible rubber coupling at forward end. Drive on first section taken through torsion bar. Hypoid bevel final drive. Overall gear ratios: 4.44, 6.97, 10.57 and 17.4 to 1. Reverse 17.14 to 1.

Suspension.—Independent coil and wishbone front with telescopic double acting dampers and stabilizer bar. Rear suspension by coil spring and flexible laminated radius arms connected to axle casing. Transverse compensating bar and double acting telescopic dampers.

Steering.—Worm and roller.

Wheels and Tyres.—Steel disc wheels with 5.90×14in broad base tyres.

Brakes.—Fiat-Baldwin hydraulic brakes with 9¼in drums having cast-in cooling ducts. Handbrake at rear end of propeller-shaft.

Electrical Equipment.—12-volt coil ignition. 38 ampère hour battery.

Structure.—Steel integral construction.

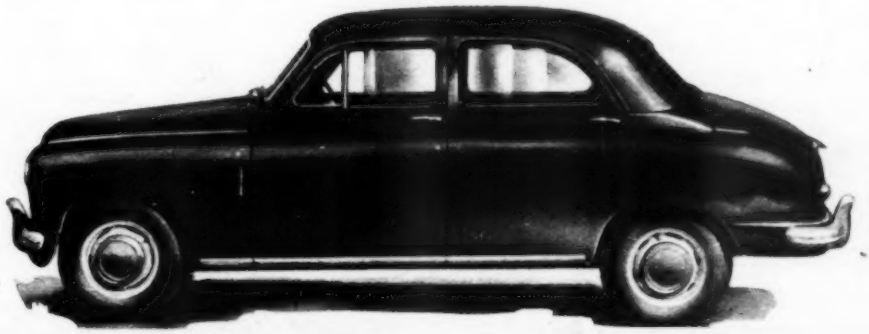
Dimensions. — Wheelbase: 8ft 8$\frac{5}{16}$in. Track: (front) 4ft 3$\frac{7}{16}$in, (rear) 4ft 4in. Overall length 13ft 10¼in. Width 5ft 5¼in. Height 4ft 11$\frac{1}{16}$in. Ground clearance 6¼in. Tank capacity 10¼ Imperial gallons. Weight in running order 2,552lb.

Price.—To be announced at Geneva Show.

over linings and working surfaces. This design should enable it to eject water immediately and should be proof against clogging by mud and debris.

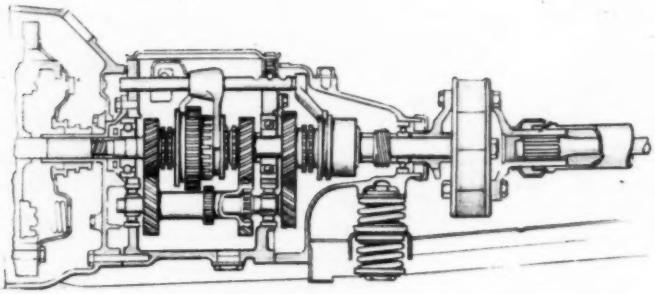
The rear suspension is particularly interesting at a time when most of the world's designers of production cars seem to have agreed that the semi-elliptic and conventional axle, although far from perfect, gives an adequate compromise until the problems of independent rear suspension have been solved. The Fiat design represents a bold new approach to the problem and is based on experiments made by Ing. Giacosa, Fiat's chief passenger car engineer, when he designed the first single-seater Cisitalia racing car. A conventional rear axle casing is used, with two coil springs as the main suspension medium, but the axle is located by two flexible radius arms formed of leaf springs. Any tendency to roll produces a combination of deflection and twisting in the leaf springs and is further resisted by massive double acting telescopic dampers splayed outwards. The axle is located laterally by a cranked compensating rod just behind it which has an important additional function in giving variable rate to the suspension. The axle itself pivots about the forward shackles of the radius arms, which are mounted in rubber, while the compensating rod pivots at points on the car structure behind the axle. As the axle rises and falls it tends to swing away from the rod, but is held to it by a bearing on the differential housing. The relative movement has to be accommodated by bending in the rod and the result is to give a progressive stiffening of the suspension as the axle approaches the full bump or rebound. The ball pivots at the ends of the compensating rod are insulated from the body structure by rubber pads and can be displaced laterally by means of packing pieces. This varies the loading on the rod and provides a simple way of varying the characteristics of the suspension system. It is claimed that, apart from its technical advantages, this system shows a useful weight saving against a conventional layout with half-elliptic springs. An incidental advantage of the arrangement is that it has been possible to tuck the spare wheel away vertically alongside the petrol tank and leave a wide, deep and unobstructed luggage locker of exceptionally useful size.

The care given to this rear suspension is specially interesting because, despite the modern body styling on the latest model, Fiat have used an exceptionally long wheelbase in relation to the overall length. British and American manufacturers and some of those on the Continent adopt a shorter wheelbase in relation to length on the principle that the overhang at front and rear helps to give

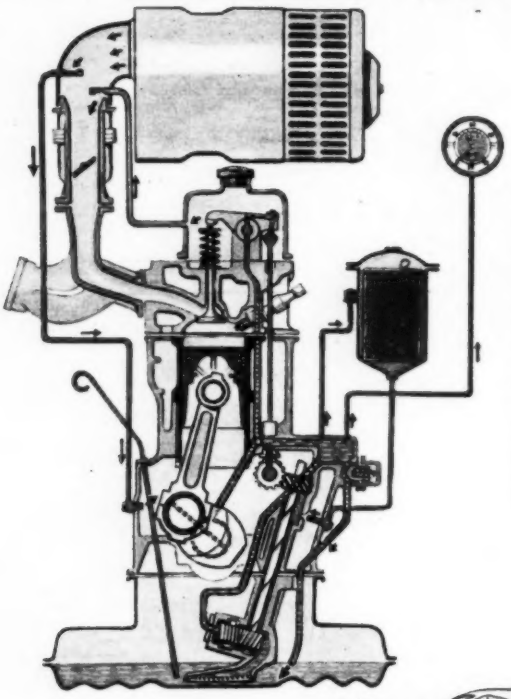


Seen in this side view, the Fiat 1400 saloon is notable for the small overhang at the front and rear; it is a "wheels at the corners" design. Locks on bonnet and luggage locker are controlled from inside the car. A Smith's heater is standard equipment.

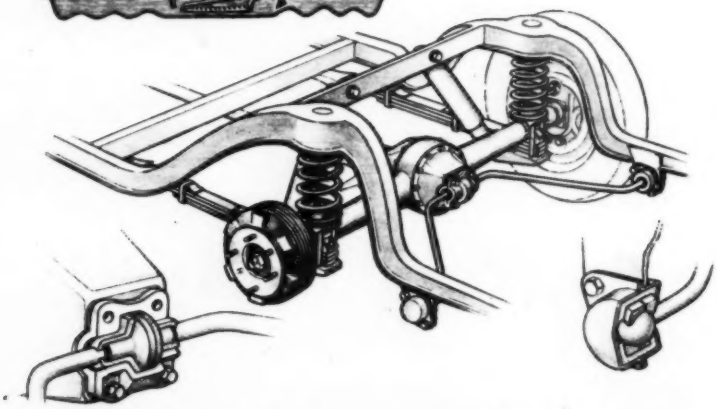
THE FIAT 1400 . . . *continued*



A compact gear box with short shafts has been achieved by carrying the output gear for first and reverse on the outside of the synchromesh units for third and top. Second gear pinions with their synchromesh unit are mounted outside the main casing. The rear mounting for the power unit consists of springs and rubber combined. On the right are the rubber drive coupling and torsion bar propeller-shaft.



A diagram which illustrates the engine ventilation system. Air from the air cleaner passes through a pipe to the crankcase and fumes are drawn off via the valve chamber and rocker box through another pipe which feeds them to the carburettor intake. Also shown are the gear type oil pump, external pressure release valve and by-pass oil filter. The pressed steel sump has an unusual fan-shaped base chamber which presents a large area to the air stream passing under the car.



Rear suspension uses a rigid axle with coil springs and there are flexible radius arms formed by leaf springs. The compensating bar at the rear locates the axle laterally. It also resists up and down movements of the axle and produces a progressive stiffening of suspension as deflection increases.

a level ride. Fiat, as befits a car bred on Alpine passes, puts wheels near to the corners in order to ensure light, precise handling and maximum stability on corners, and relies on the new suspension to look after the ride. The ratio of wheelbase to overall length is 0.625, whereas on other cars of comparable style it varies between 0.57 and 0.6. This long wheelbase has made it easy to carry all the passengers in front of the rear axle, and surveying the enclosed, six-seat body space it is at first difficult to see how it has been combined with a big luggage locker in a car only 13ft 10¾in long. This is the more remarkable because the new engine, with its abnormally large bore and big bearings, is unusually long in relation to its cubic capacity. The power unit is mounted very far forward, as on the Fiat 500, and the front engine mountings are borne on the cross member carrying the front suspension, which is, in fact, almost level with the rear cylinder. With four occupants the car is said to have a weight distribution of 50-50 between front and rear axles, which may rise to 57-43 unladen.

Good steering geometry is ensured by a three-piece track rod with drop arm and slave arm pivoting near the lower wishbone bearings. The drop arm is in two pieces, joined by pins set in rubber bushes, and is therefore very slightly flexible. Many manufacturers have been accused by cynical customers of fitting rubber steering gear but it is something new to see it introduced in this bold way in an effort to prevent transmission of road shock and vibration to the driver. Indications are that it has been highly successful in combining the precision and quick action of the best European steering gear with the finger-light action and freedom from shock of the best Americans.

Assembly

The main features of the integral body chassis structure are made clear in Max Millar's drawing, but the method of assembly is worth comment. The front suspension is pre-fabricated on a separate cross member to which the engine is then attached by its front mountings. Another light cross member is added at the rear attachment point of the power unit under the gear box. The transmission, rear axle and rear suspension are now added. This mechanical assembly is next hauled up a ramp to an assembly track at eye level and the body, partly trimmed, is lowered on to it. The junction of structural and mechanical components is then accomplished in a few minutes by doing up a couple of dozen bolts and the appropriate electrical and pipe unions. The car then proceeds along the line to receive final trim and equipment.

Pre-war popular cars from Italy had an exceptionally high power to weight ratio, by virtue of moderate body space and simple equipment. It is interesting, therefore, that in producing a roomy six-seater car of modern style built to stand up to the worst conditions in overseas markets the Fiat designers have not achieved anything startling in the way of weight reduction. They have, however, done their utmost to ensure that the car will stand up to hard use for long periods without deterioration. The engine is clearly capable of giving more power than the present output quoted but the designers have concentrated on ensuring good low speed output and long-term reliability.

The road is being relaid—but still with cobblestones. However, this is Pump Street, Rye, the little Sussex town which so successfully retains its picturesque appearance. It would be sad if tarmac replaced the cobbles.

CORRESPONDENCE

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M.P.G.

Further Methods of Assistance

[62556.]—Your contributor B. Houlding, Jnr. (March 3), makes some interesting suggestions regarding modern engine design, but does he go far enough?

A reduction in cam overlap would make starting easier, give a better torque at low revs, and would make for fuel economy. Many compression ratios are designed for fuel that is unobtainable and would therefore be better reduced.

These steps, together with the suggestion of a smaller choke, may be regarded as retrograde; but are they? The present engine design is, in the main, the result of the old basis of taxation, and an engine modified on the lines suggested would be much pleasanter to drive behind and, if a little was added to capacity and axle ratio, would give all the performance required by the average driver. G. F. LOMAS.

Dundee.

Pool Petrol Causing Pinking and Running-on

[62557.]—I read with great interest the article "Ultimate Speed v. Consumption" which appeared in your issue dated March 3. It would seem, however, that, in some cases at least, Pool petrol is the major cause of pinking and running-on.

I have recently acquired a well-known 2½-litre four-cylinder saloon, which suffers severely from these faults when running on ordinary Pool. They are, however, completely eliminated by a 25-33⅓ per cent admixture of benzole, which is now unobtainable. Quite lately they also completely disappeared when I was lucky enough to fill my tank at a garage which must have received a delivery of Pool petrol of unusually good quality.

Would it not be possible to urge the motoring organizations to agitate for some better quality petrol, as well as for an increase in the present ridiculous basic ration? Surely it would not offend against any principle of "fair shares for all" if the owners of modern high-compression engines were allowed to buy—even at an enhanced price—some fuel which would enable their cars to function properly? Arrangements of this sort have been made in France, so why not here? This is not asking for a privilege for "the rich"; so far as I am aware, most of the really expensive cars can perform adequately on ordinary Pool petrol. P. K. BARRY.

London, S.W.1.

Adjustable Choke the Answer?

[62558.]—I was very interested in the article "Ultimate Speed v. Consumption," but it raises one point which I think needs clarifying; namely, if a large choke causes poor fuel consumption at moderate speeds, why not use a carburettor whose choke area is governed by the demands of the engine—e.g., the S.U.? D. E. PARKER.

Haverfordwest, Pembrokeshire.

High-performance Engines Over-cooled?

[62559.]—Mr. B. Houlding's article was most interesting and constructive. I was struck particularly by one sentence: "It follows that combustion chamber heat must have been considerable."

I own a fairly new high-performance car of 2½-litre capacity, and have been plagued by excessive pinking, although one must expect a fair amount of that with present-day petrol. Also, running-on was frequent, especially after driving in traffic.

I came to the conclusion, helped by water thermometer readings, that the engine temperature was too high, or alternatively that the engine was under-cooled. Therefore, I removed the

CORRESPONDENCE . . . . . continued

thermostat in the water-cooling system, thereby increasing the unrestricted flow of water, also at high temperatures.

The result was near-magic. Running-on has completely disappeared; pinking is reduced to less than normal level for this type of engine. As a result of these improvements inside the combustion chamber petrol consumption improved a little, and generally the engine is "sweeter."

This experience is not backed by scientific findings, but is simply that of an enthusiastic lay-motorist, who takes a great interest in his beloved "toy." P. GRANBY.

London, S.W.1.

CAR SICKNESS

Intrusions on the Line of Vision

[62560.]—I was very interested in The Scribe's remarks on car sickness (March 3).

Some years ago I was asked to try to help overcome a bad case. I found that the patient's eyesight line was constantly crossing the bottom of the windscreen. I raised the seat two inches and stiffened the internal seat springing; the result was that under all normal circumstances the patient's sight line was always through the windscreen.

On a change of cars I was again called in and adjusted the seating so that the patient's eye level was in the middle third of the windscreen. After this I tried it on other sufferers and had a good percentage of cures. F. W. BARTLETT.

Wirral, Cheshire.

P.S.—I have on my own car adjusted the seats so that all the normal occupants use the middle third of the windscreen and windows. This is for adults, and children 2-4, 6-9 years old.

The Effect of New Dampers

[62561.]—A short while ago I realized that the springing of my 20-year-old car was becoming very "nauseating."

The slightest ripple in a road surface produced pitching and a general see-saw action, and rear-wheel adhesion was all but lost on rough roads.

The front axle, as an experiment, was converted to the Rotoflo plastic shock absorbers, with great success. Up to date, after six months' use, the systems work beautifully in harmony. All pitching and side-sway have disappeared, whether the load is one or six, and wheel adhesion is perfect. Our children no longer feel sick with this type of ride, which is akin to controlled suspension. JOHN T. G. ROOTH.

Tunbridge Wells.

Doubt on the Equilibrium Connection

[62562.]—I was much interested in The Scribe's article (March 3), particularly the section dealing with the ear.

I have been driving daily (without accident) for over 30 years, for 25 of which I have been very deaf. My equilibrium is so unstable, in fact, that after dark I walk like a drunken man and rarely venture out at night. Yet I have never suffered from car sickness, either as driver or passenger in old or modern cars, so apparently the ear is ruled out as a cause. (I have no trouble, however, in daylight.)

On the other hand I suffer from an intense dislike of heights. Even a picture in *The Autocar* of cars in the mountains gives me a feeling of sickness and giddiness if looked at intensely. I have to be careful where I go when touring. I could not, for instance, cross the Menai Bridge, and had to forgo a visit to Holyhead. Is my deafness the cause of this, I wonder, or is there some other cause? I would welcome any suggestions from your readers that would enable me to overcome the trouble.

May I be allowed to sign myself PISCATOR.

Nottingham.

DAZZLE

Police Not Enforcing Mounting Rules

[62563.]—I refer to Mr. W. K. Blenkinsopp's letter [62502], and I should like to say how much I agree with the last paragraph thereof. Pass lights are so frequently mounted in such a way that the slightest knock makes them a source of discomfort and danger to other road users. Obviously, the nearer to the ground a lamp is mounted the closer must the beam be to the horizontal, and a trifling error in adjustment is sufficient to cause a nuisance. I would like to see pass lights banned in any circumstances; for fog conditions a fog lamp with its widespread fan-shaped beam is more suitable, and its comparatively small range under normal conditions would discourage motorists from using them except under fog conditions.

In Yorkshire I find that the public service vehicles and lorries commonly drive on their left-side head lamp, which remains on and undipped the whole time. Oddly enough, this appears to cause more dazzle than if both head lamps were on.

I understand that legislation recently came into effect prohibiting the use, except in fog, of any lamp mounted so that the centre of the beam is less than 24in above road level; presumably, the police are aware of this, but a surprising number of road users ignore it in the same way as so many cyclists cannot be bothered to protect themselves with a rear light.

Ilkley, Yorkshire. R. HJORT.

TURBINES

Recuperation of Waste Heat

[62564.]—Fig. 8:7, on page 143 of G. Geoffrey Smith's *Gas Turbines and Jet Propulsion*, shows the Bristol Theseus 21 gas turbine with heat exchanger, which is an air pre-heater consisting of some hundreds of straight oval tubes traversed by the exhaust gases; and Fig. 11:13 on page 198 shows the same thing (1933 patent, expired 1949) of Lysholm's turbo-prop unit, Ljungstrom-type turbine, which has a counter-rotating, radial flow, the air pre-heater being incorporated directly behind the gas turbine. By thus recuperating waste heat, the thermal efficiency is increased about 50 per cent, viz., from 16 to 25 per cent. But this is a long way inferior to the 40 per cent of a diesel piston engine discharging direct to the atmosphere.

Ruston's 1,000 h.p. or 750 kW turbo-generator at Lincoln has its air pre-heater below the floor level, but neither the 2,500 h.p. Swiss turbo-generator on a locomotive, nor the new 24 h.p. turbomotor mounted on the chassis of an 18 h.p. Rover car, could find space for any such air pre-heater to recuperate waste heat from the exhaust gases, and thus add 50 per cent to the 16 per cent thermal efficiency of the turbomotor.

Many foreign turbo-motors are photographically illustrated in *Gas Turbines and Jet Propulsion* by the Editorial Director of *The Autocar*. The pretence of secrecy is just absurd; the so-called "secrets" are known throughout the world. Shepherd's book gives details of all types of air pre-heaters, oddly disguised by the term "heat exchanger"; but Shepherd uses very technical language and diagrams, not plain English like Geoffrey Smith. H. CHARLES ERITH, M.I.Mech.E.

Hove, Sussex.

JUNCTIONS

Problem of the Y Pattern

[62565.]—Michael Brown's article in the March 3 issue ("Science and Road Traffic") prompts me to pose the problem of the Y- junction. One has heard discussions and even heated disputes on this little problem, and perhaps it might be of interest to hear some readers' solutions.

Imagine a Y- junction, all roads of equal status: three cars, A, B and C, are approaching—A from below, B and C from the left and right arms of the Y.

A wants to go to his right.

B wants to keep on down the "leg."

C wants to turn up to *his* right.

Who should give way? Or has anyone a primary claim to right of way?

I think that Y- junctions can be very tricky at times and was rather surprised to note that in the case given in the article it was considered safer than a right-angle exit.

Leamington Spa. C. BOOTH-JONES, Lt.-Col.

HEAT AND IGNITION

Where the Degrees Come From

[62566.]—In reply to the letter of Mr. P. C. Rutmore [62525], I would suggest that all his statements are correct.

Now for any given petrol engine, for maximum power at any speed, the combustion or high speed burning must occur at around top dead centre of the crank. To obtain this the petrol vapour must be ignited some while before, as the charge does not commence to burn until about a millisecond after the application of the spark, while the main burning or explosion does not occur until possibly 5 milliseconds afterwards, this time

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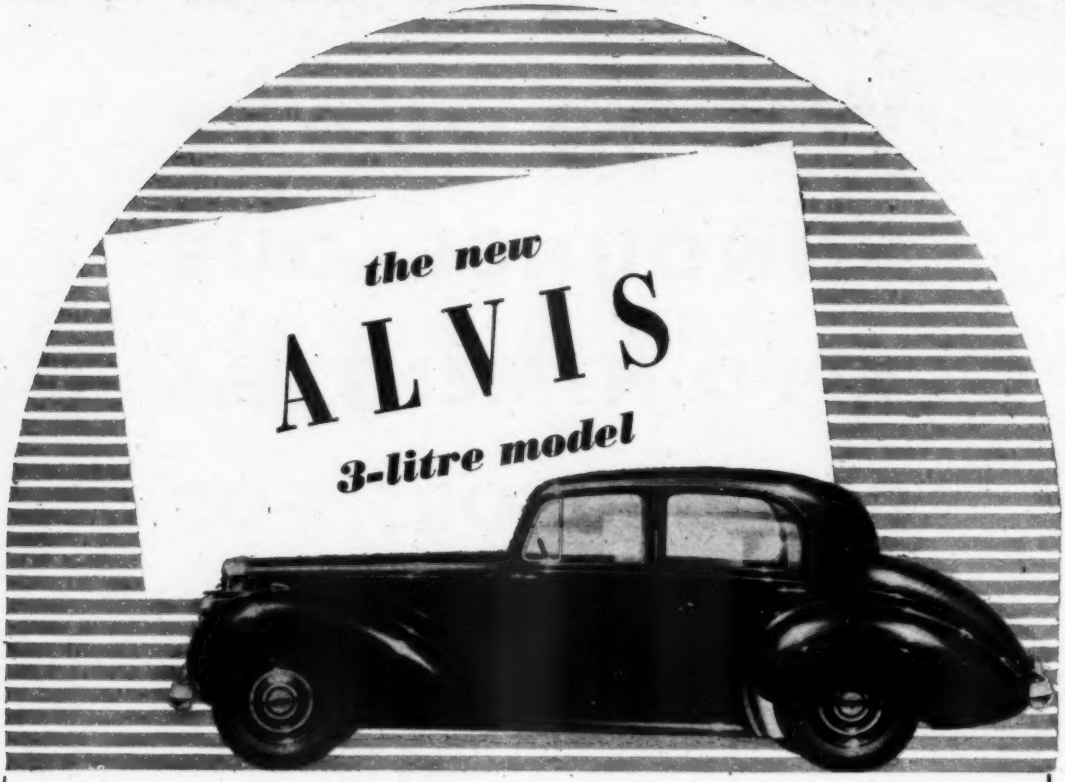

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CORRESPONDENCE . . . . . continued

lapse being inversely proportional to the compression ratio, i.e., temperature.

We may assume that this delay in burning period remains constant so long as the compression ratio, or rather temperature, does likewise, at all speeds of the engine, thus showing the reason for further advancing the ignition at the higher speeds. As for overheating of the engine with retarded ignition, I would assume that this is owing to the following reason. The power required at the road wheels will be the same, whatever the position of the ignition setting. With maximum efficiency, the explosion will occur at t.d.c. and the charge will quickly burn through, allowing the gases to expand adiabatically (i.e., no heat being added as burning has finished), doing useful work on the piston until the exhaust valve opens. On the other hand, with a retarded spark it will be found that the gases are still expanding, and capable of much useful work, when the exhaust valve opens, allowing this energy to escape to the silencer. But as the power output must remain the same to prevent a drop in speed, more fuel must be supplied, i.e., more heat, causing an unnecessary overheating of the cooling water, exhaust valves, and exhaust manifold.

Bishopstoke, Hampshire. R. C. OAKSFORD.

PRE-WAR DESIGN

Why Not Aluminium Bodies Today ?

[62567.]—May I say how much I appreciated the article by "R. M. C." on page 187 of your issue of February 17? It comes as a breath of fresh air these days to see what could be got in a British car as far back as 1935, and many of these desirable features are not to be had on any car in 1950. The car which "R. M. C." so deservedly praises is, of course, no other than the Riley Twelve-Six, and I can add to the song of praise as my own car is also a Riley of similar construction, only it is a Nine of 1934 vintage.

Why cannot we have aluminium bodywork in these modern days, particularly after all the research which has been given to this metal and other light alloys during the recent war? I am largely unconvinced by the arguments put forward by car designers as to why they cannot use aluminium bodywork, and so banish the bugbear of rust which, even in the most modern of cars, appears before very long at the bottoms of doors, or at the luggage locker. If the designers on their part are not convinced, let them look at a Riley of '34-35 vintage, and they will find the answer. The body, bonnet, roof and luggage locker lid on my car are all made of aluminium panelling, and there is no sign of corrosion to be seen anywhere, while the original finish still takes on almost a showroom look, despite the attention or lack of attention from one or more of its seven different owners.

I could go on at great length on the host of excellent features which are to be found on these pre-war Rileys, many of which would be an asset to some of the 1950 cars of many makes. All I would say, however, is that if Rileys produce a new Nine, they won't go wrong if they turn up all their 1934 drawings and produce the same car again, with no doubt some small refinements in the way of up-to-date springing.

Stockport, Cheshire. K. R. M. CAMERON.

HALO

Plug Phenomenon and the Explanation

[62568.]—I have lately been worried by a phenomenon that may be causing needless anxiety to others of your readers who use Lodge Sintox plugs.

I had just purchased one of these, and was surprised to find that, in the dark, a ring of flame could be seen between insulator and gland nut. This flame appeared to last for a very short time, coming intermittently, at possibly two-second intervals, when the engine was hot.

I could think of no explanation for this, especially as the plug seemed to function perfectly otherwise. I felt, however, that there was a possibility of its eventually breaking down, and sent it to Lodge Plugs, Ltd., requesting them to report on it and repair or replace it if necessary.

They answered me very promptly, sending back the plug and a covering letter, which gave the following interesting explanation. I quote:—

"In connection with the flame you have noticed circling the insulator, just above the gland nut, we would inform you that this is caused by the ionization of the air trapped in the small space between the gland nut and the insulator, resulting in the characteristic glow or corona. This corona effect is caused by the high potential on the surface of the insulator, which proves the exceptional di-electric strength of Sintox as an insulator."

They assured me that this flame was in no way detrimental to the functioning of the plug, and it is hardly necessary to add that it has been perfectly satisfactory ever since. I had not heard of this ionization effect before, and thought it might be of interest to your readers. M. S. WHITEHOUSE.

London, S.W.19.

NEW CAR DELIVERY

Method of Payment for Drivers

[62569.]—The letter [62531] addressed to you by Mr. H. R. Houlding contains a misstatement that is so damaging as to provoke us to reply.

He states that "the driver is paid a bonus on the number of cars he delivers." This is completely untrue as far as our firm, the largest in the country, employing over 240 drivers, is concerned, and we are certainly not aware of any competitors who resort to this practice.

If Mr. Houlding really means that drivers are paid on piecework, then he is correct, but he has, in fact, used the word "bonus," which, if interpreted literally, always refers to an incentive additional to the wage.

You have had many letters on the subject of wages for delivery drivers, and it may interest your readers to know that we pay wages on *driving time* alone, as disclosed on the Servis Recorder. The result of this is the precise opposite of that referred to by Mr. Houlding, as the system places a "bonus" on slow driving, not over-driving.

We have used this system for nearly a year, and can assure you that it is effective, has the support of our staff, and is fully detailed in an award of the Industrial Court No. 2217, dated June 2, 1949, which can be purchased for 1d from H.M. Stationery Office.

May we suggest that all your correspondents who have shown such an interest in this over-driving question should buy a copy of this award, as it is full of interesting and valuable information, which will correct many of the misapprehensions under which this correspondence has been written?

In conclusion, we wish to say that we will extend a most cordial invitation to any readers of *The Autocar* to visit our organization and see something of the other side of the question.

London, W.1. R. S. HUNTER, Director,
The Car Collection Co., Ltd.

SPEED ON SALT

Chronology of the Utah Records

[62570.]—Dennis May's article, "The Bonneville Story," (February 24) was very interesting, but his last paragraph contained some errors. Eyston did not appear on the salt after 1938, during which year John Cobb was the first to pass the 350 m.p.h. mark, holding this record for one day. Eyston followed with 357 m.p.h. J. RANDS.

Walton-on-Thames, Surrey.

[Our correspondent is correct: Editorial heads are bowed in shame, Dennis May's buried in sackcloth and ashes.—ED.]

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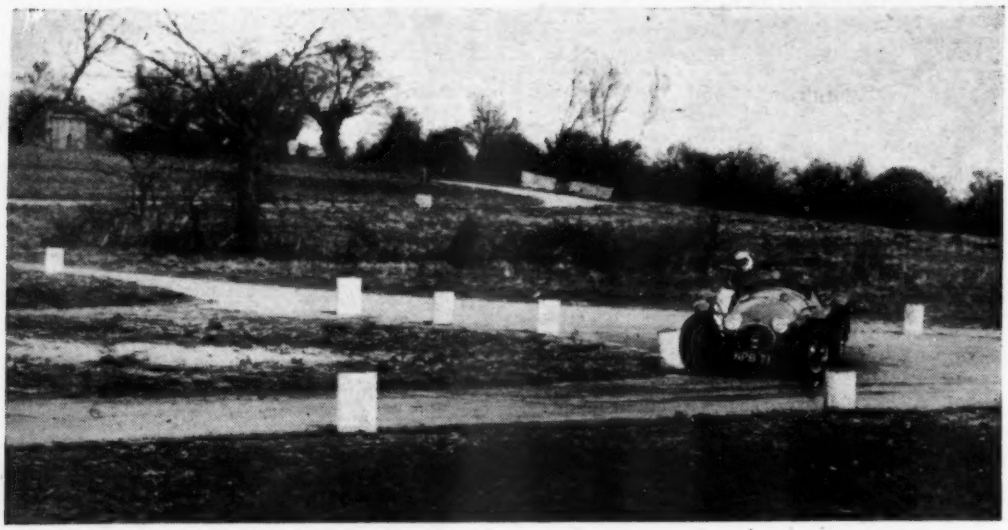

Eric Thompson, in the H.R.G. which won its class in the Le Mans and Spa 24-hour races last year, negotiating the "snake" adjacent to the paddock in last Sunday's C.U.A.C. speed trial at Bedwell Hey.

THE SPORT

Conducted by S. C. H. DAVIS and J. A. COOPER, A.M.I.Mech.E., M.S.A.E.

LE MANS: 60 STARTERS NOMINATED —— FORMULA III CALENDAR

SURE sign of the way the time is slipping past us, with the start of the racing season almost on the doorstep, is the increased tempo of work (and appearance of worry) of anyone even remotely connected with the preparation of cars for this year's competitions. Now, already, we have the astounding news that 112 entries were received for Le Mans, of which the organizers had the unenviable job of selecting 60, the maximum permissible number of starters. After much deliberation, in the course of which they seriously considered holding an eliminating run of one hour's duration before the start, they have picked out the 60 most deserving cases, together with 15 reserves to take care of the inevitable misfortunes which will befall some of the entrants between now and 4 p.m. on June 24.

Of the sixty lucky ones, 2 are American, 2 Argentinian, 1 Belgian, 19 British, 29 French, 4 Italian and 3 Czechoslovakian—these nationalities refer, of course, to the entrants, and not necessarily the cars or the drivers; for instance, the Argentinian and Belgian entries are of French cars. It is, however, pleasant to see that there is only one foreign car among the British entry, and to note the several manufacturers who are displaying the courage of their convictions by "having a go."

Especially interesting cars include the Cadillac-engined devices entered by Briggs Cunningham; the similarly powered "works" Allard; the 3,847 c.c. Healey, which I believe to be using an American Nash engine; the two XK120 Jaguars; the Alta-engined H.W.M. team (which will include Stirling Moss among its drivers)—but why go on? They are *all* interesting, and this should be without any doubt at all a really terrific race.

LE MANS ENTRIES

American: Cadillac 5,430 (2), Briggs Cunningham.
Argentinian: Simca —, Eymart; Simca —, Galvez.
Belgian: Dyna-Panhard 610, L. Eggen.
British: Allard 5,430, S. H. Allard; Aston Martin 2,580 (3), Aston Martin, Ltd.; Aston Martin 1,970, R. Lawrie; Ferrari 2,000, Lord Selsdon; Frazer-Nash 1,971, Mrs. P. M. Trevelyan; Frazer-Nash 1,971, N. R. Culpan; Healey 3,847, Healey Motors, Ltd.; Healey 2,443, N. H. Mann; H.W.M. 1,960 (2), H.W. Motors, Ltd.; H.W.M. 1,960, Peter Clark; Jaguar 3,442, P. D. C. Walker; Jaguar 3,442, Leslie Johnson; Javelin Jupiter 1,486, Jowett Cars, Ltd.; M.G. 1,250, G. E. Phillips; Bentley 4,257, H. S. F. Hay; Bentley 4,257, E. R. Hall.
French: Aero-Minor 745, J. Poch; Delahaye 4,500 (2), Ecurie Lutetia; Delettrez-Diesel 4,395, Ets. Delettrez; D.B. 610 (2), Automobiles D.B.; Dyna-Panhard 610, G. Lapchin; Dyna-Panhard 610, A. Lachaise; Dyna-Panhard 610, R. Gaillard; Ferrari 1,995, R. A. Bouchard; Ferry 746, Sté. Pierre Ferry; MAP-Diesel 5,000, M.A.P.; Monopole 610, Monopole; Renault 760, J. E. Vernet; Renault 750, Jean Sandt; Simca — (4), Gordini; Simca 1,100, Mmes. Roualt-Gordine; Simca-Six 545, E. Baboin; Talbot 4,482 (3), Automobiles Talbot; Talbot 4,482, Rosier; Talbot 4,500, A. Chambas; X —, N. J. Mahé; X —, Louveau; X —, Meyrat.
Italian: Ferrari 2,000 (4), L. Chinetti.
Czechoslovakian: Aero-Minor 745, Usine Letnany; Tatraplan 1,950, Usine Tatra; Skoda 1,089, Usine d'Automobiles.

RESERVES

Singer 1,074, J. Savoye; Simca-Six 570, M. Huguet; Fiat 1,500, J. Brault; D.B. 500, G. Trouis; Peugeot 1,290, P. Bourgat; Simca 1,100, Mme. Viviane Elder; Renault 760, M. Leroy; Renault 760, J. Tacel; Renault 760, C. Hardy; Renault 760, A. Gendron; D.B. 1,911, Automobiles D.B.; Ferry 746, Sté. Pierre Ferry; Monopole 610, Monopole; Delage 2,998, A. Veuillet; Simca 1,100, A. Guillard.

THE F.I.A. have now issued the International Calendar for Formula 3 (500 c.c.) events; there are 24 in all, of which 11 are scheduled to take place in France, 5 in Great Britain, 3 in Belgium, 2 in Sweden, and one each in Italy, Switzerland and Monaco. Many of them, naturally, are planned as part of race meetings which already appear on the main International Calendar, and these are marked with an asterisk in the table below.

INTERNATIONAL FORMULA III CALENDAR

* March 26, Sports Car Race—France.
April 2, Gold Cup Race—France.
* May 13, R.A.C. Race, Silverstone—Gt. Britain.
* May 14, Mons Race—Belgium.
* May 20, Monaco Race—Monaco.
May 27, Goodwood Race—Gt. Britain.
* May 28, Aix les Bains Race—France.
* May 28, Frontieres Race—Belgium.
May 29, Blandford Race—Gt. Britain.
* June 11, Ramparts Race, Angouleme—France.
June 18, Grenoble Race—France.
* July 2, Rheims Race—France.
July 15-16, Hedemora Race—Sweden.
* July 30, Geneva Race—Switzerland.
July 30, Rouen Race—France.
August 6, Vittel Race—France.
August 7, 500 Club Race—Gt. Britain.
* August 12-13, Skarpnack Race—Sweden.
* August 26, La Baule Race—France.
* August 26, B.R.D.C. Race, Silverstone—Gt. Britain.
* September 10, Mettet Race—Belgium.
October 1, Marseilles Race—France.
* October 15, Lake Garda Race—Italy.
* November 12, Moroccan Race—French Morocco.

It should be noted that the 500 c.c. race does not always take place on the same day as the more firmly established event of the meeting; for instance, the Monaco race is scheduled for the day before the Grand Prix. Some of the inevitable clashes are a pity, as they almost certainly result in the competitors of each country supporting their home event, which reduces the element of international competition to negligible proportions and detracts from the interest. Bad examples are the Whitsun weekend, when one French and one Belgian race (on the same day) are sandwiched between Goodwood and Blandford; the clash between Geneva and Rouen in July, and that of La Baule and Silverstone in August. Nevertheless, it

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A. Goldie Gardner

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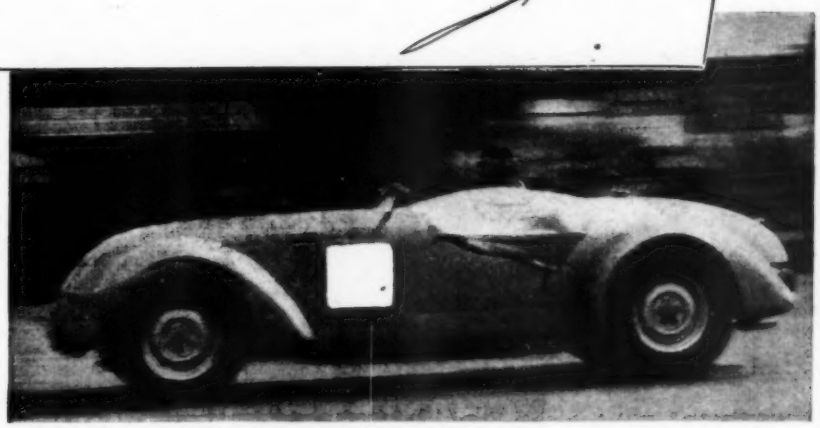

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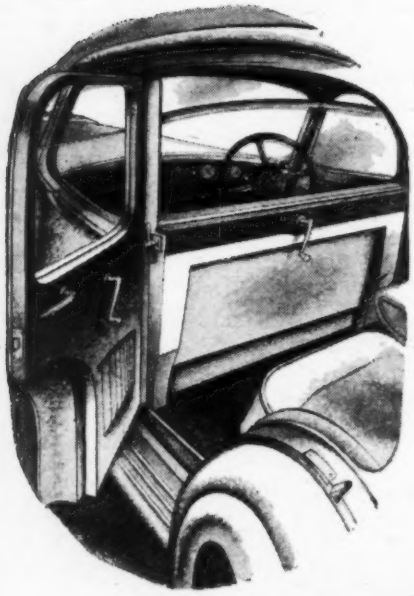

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THE SPORT : continued

is on the whole a most encouraging calendar for the first year of the formula, and should provide some excellent racing.

CAMBRIDGE UNIVERSITY A.C. were extremely busy last week-end, as they held their annual dinner at the University Arms on the Saturday night, and ran the first of what is hoped will be a long series of speed trials at Bedwell Hey, near Ely, on the Sunday. The dinner was a pleasant and friendly function, with an attendance of over sixty, and there was no speech-making, apart from a few words from the chairman, Mr. P. de K. Dykes. Afterwards George Monkhouse provided an excellent slide-and-film show, which kept the assembly entranced until time ran out.

The following day—fortunately fine and sunny—saw almost thirty cars at the disused bomb site at Bedwell Hey; this provides a 1,500-yard circuit, but the road at the corners is too narrow to permit more than one car to be run at a time. Cars, therefore, were being timed over a standing-start lap; however, after the tea interval, when the sports classes were due to start their second runs, it was decided to give them two laps each for good measure, and to aggregate the times of the first and second runs for determining the award winners.

Fastest lap was put up by Godfrey Messervey, driving J. H. Green's Cooper-H.R.D. 1,000, and fastest among the sports cars proved to be Tony Crook's competition model Frazer-Nash (the car driven by Gerard in last year's Production Car Race). Altogether a very pleasant day, and the next meeting should be even better—especially if the worst bottlenecks on the course can be improved.

PROVISIONAL CLASS RESULTS.

Road Cars: 1,100 c.c.: Morris 918 (G. Roughton), 5m 02.55s; **1,500 c.c.:** H.R.G. 1,496 (E. Thompson), 3m 58.69s; **3,000 c.c.:** Frazer-Nash 1,971 (T. A. D. Crook), 3m 54.05s; **Over 3,000 c.c.:** Allard 3,622 (C. L. H. Dennis), 4m 31.45s.

Supercharged: M.G. 1,287 s (R. E. A. Mason), 5m 55.55s.

Racing Cars: Cooper-H.R.D. 998 (R. G. Messervey) (1 lap) 74.04s.

J. A. C.

CLUB NEWS

West Essex C.C.—At Boreham Airfield, near Chelmsford, Essex, a speed trial will be run on March 26; starting time 10 a.m. Standard saloon and open cars, and sports and racing cars will compete. The entry is a healthy one, including members of the Police Driving School at Chelmsford. Closing date for entries is Monday, March 20. (G. E. Matthews, 48, Gaynes Hill Road, Woodford Bridge, Essex.)

Peterborough M.C.—Raymond Mays was the guest of honour at the club's first dinner-dance, held at the Angel Hotel, Peterborough, on March 2; 180 members and guests attended.

East Anglian M.C.—On March 5, the club's first event was held—a treasure hunt and navigation trial in the Colne Valley area, over some 40 miles. After the trial a meeting took place at the Bull Hotel, Halstead, where tea was served to 65 members and friends. Mr. A. Crosland was appointed the new chairman of the club owing to the recent death of Mr. Eric Golightly, previous chairman.

Motor Cycling Club.—This evening at the R.A.C., Pall Mall, the annual general meeting of the club will take place. One resolution to be submitted: that the club should function under the new title of Motor Competitions Club, Ltd., the four-figure membership being composed of 75 to 80 per cent car members and rendering the "Motor Cycling" part of the present title a misnomer.

This matter of a change of name is, of course, no new idea—it has been discussed at various times during the past twenty years, and at the 1947 a.g.m. it was informally agreed that the executive should investigate the matter and submit a recommendation.

Blackpool and Fylde M.C.—It has been decided to acquire "The Castle," at North Shore, Blackpool, for club premises, and to furnish and equip it with a dining room, kitchen, ballroom, lounge, two bars, tea terrace, offices and accommodation for staff.

A.C. Owners' Club.—Intending competitors in the Night Trial (March 25-26) are reminded that entries close tomorrow, March 18. Apply to B. H. Martin, 3, Waverley Road, Enfield, Middlesex.

North London Enthusiasts' C.C.—A talk with slides, entitled "B.M.W.s in Competition," will be given by Mr. R. C. Willis on April 4, at the Essendine Club, Essendine Road, Maida Vale, London, W.9, starting 7.30 p.m.

A concours d'élégance and pride of ownership competition, followed by tea and a film show, is being arranged for April 23. Judging in the concours will commence at 3 p.m. at the King's Arms, Stirling Corner, Barnet Bypass.

Leinster M.C.—Continuing the trend to more observed sections in Dublin trials, the Lincolan Cup Trial on March 4, over two laps of a course round Calary Bog, County Wicklow, contained a considerable number; a dry spell, however, took the sting out of some of them. W. T. Todd, with a cut-down Humber 4-litre staff car, scored an easy win. Runner-up was J. C. Millard (Ford 1,172) and third came an ancient Austin Seven driven by J. A. Bell.

Bentley D.C.—A lunch will be held at the Ilchester Arms, Abbotsbury, near Dorchester, Dorset, at 1 p.m., March 26, followed by a visit to the Swannery and sub-tropical gardens, and a noggin and natter in the evening.

COMING SHORTLY

MARCH Until 26.—Geneva Show.
17.—Cornwall Vintage C.C. Natter and Noggin, Cornish Arms, Pendogget, St. Kew, 7.30 p.m. onwards.
17.—M.C.C. Annual general meeting, R.A.C., Pall Mall, London, S.W.1.
17.—Fiat 500 Club. Social evening, Bricklayer's Arms, Gresse Street, Rathbone Place, London, W.1.
17.—Scottish Sporting C.C. Evening rally, starting Autoport Garage, Milngavie, finishing Woodbank Hotel, Balloch, for supper.
18.—North West London M.C. Coventry Cup Trial, starting Sally Lunn Café, Hindhead, Surrey, 10.30 a.m.
18.—Bristol M.C. and L.C.C. Sporting Trial, S. Gloucestershire.
18.—Gosport A.C. Sporting Trial, Gosport.
18.—**International Snow Rally, Switzerland.**
18-19.—M.G. Car Club, Welsh Rally.
19.—Berkhamsted M.C. and C.C. Winwood Trial, starting King's Arms, Berkhamsted, 2 p.m.
19.—Yorkshire S.C.C. 4-44 Trophy Trial, Blubberhouses.
19.—Brighton and Hove M.C. Spring Cup Trial, starting 296, Madeira Drive Arches, Brighton 7, 2 p.m.
24.—Aston Martin O.C. Annual dinner and dance, Milestone Hotel, Kensington Court, London, W.8, 7 for 8 p.m.
24 - 25 - 26.—**Lyon-Charbonnières Rally, France.**
25.—Lancia M.C. Annual dinner and dance, Lincoln Arms Hotel, Weybridge, Surrey.
26.—M.G. Car Club (N.W.). Cockshoot Trial, starting near Llangollen, N. Wales, 11.30 a.m.
25.—M.G. Car Club (Scottish). Trial, Scotland.
25-26.—A.C. Owners' Club. Night Trial, starting Canons Hotel, Ware, Hertfordshire, 9.30 p.m.
26.—Horsham and D.M.C. and L.C.C. Spring Cup Trial.
26.—West Essex C.C. Speed Trial, Boreham Airfield, near Chelmsford, Essex, 10 a.m.
26.—Bugatti O.C. Northern Sporting and Social Half-Day, starting Stanley Hall, Bridgnorth, Shropshire, 1.45 p.m.
26.—**Inter-Europa Cup Race, Italy.**
26.—Bentley D.C. Lunch, Ilchester Arms, Abbotsbury, near Dorchester, Dorset, 1 p.m.
28.—Scottish S.C.C. Extraordinary general meeting, Green Room, Royal Scottish A.C., Blythswood Square, Glasgow, starting 7 p.m.
29.—Falcon M.C. Film show "Motoring Events of 1949," Dimsdale Hotel, Fore Street, Hertford, 7.30 p.m., with buffet and bar.
31.—Loughborough College M.C. Film Show by George Monkhouse, Lecture Hall, Loughborough College, 7 p.m.

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IN BRIEF

The Rt. Hon. The Earl of Verulam has become chairman of Sterns, Ltd., and Sternol, Ltd., in succession to his late father, the fourth Earl, who had held the position for the past 20 years.

A brake and clutch relining department of Brake Linings, Ltd., Buxton, Derbyshire, has been established at 33, Horn Lane, Acton, London, W.3. A van service has been attached to the depot.

A book to mark the half-century of Accles and Pollock, Ltd., Oldbury, Birmingham, has recently been published. It describes the history of the company, its achievements and accomplishments. This delightfully presented book is called *Have You a Trumpet Handy?*

A new addition has been made to the chain of service stations of Blue Star Garages, Ltd., whose head office is at High Street, Hampstead, London, N.W.3. The latest acquisition is in Kensington High Street (corner of Holland Road), London, W.14.

Henry Wiggin and Co., Ltd., Wiggin Street, Birmingham, have appointed Mr. John Hitchcock, B.Sc., to the newly created post of assistant managing director. Since 1946, Mr. Hitchcock has been personal assistant to the managing director, Mr. Ivan A. Bailey. The company makes nickel and high-nickel alloys.

Automobile and Aircraft Services, Ltd. have now disposed of their premises in St. James Street, London. The new administrative offices are at 48, Brook Street, London, W.1, and the sales department is at the main works, Marlborough Works, 609, Kenton Road, Kenton, Middlesex. Mr. W. H. Brown has been appointed sales manager.

More than 200 communications a week are being incorrectly addressed to the Wolseley sales and service departments at Birmingham. These departments were transferred to Oxford a year ago, and correspondents should note that the correct address for all sales and service matters is Wolseley Motors, Ltd., Cowley, Oxford.

INFORMATION SOUGHT

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No 15350.—1946 Austin Ten

"G. A. T."—General experiences required.

No. 15351.—1932 Wolseley Hornet Daytona Special

"W. M. H."—General information and a handbook.

No. 15352.—1937-38 2-litre Daimler

"G. C. D."—All possible information on the DB17-1 sports model.

No. 15353.—1939 1½-litre M.G.

"F. A. D."—Information on general upkeep, and also a handbook.

No. 15354.—1934-35 34 h.p. Graham-Paige

"R. B."—All possible information on the eight-cylinder supercharged model.

No. 15355.—Touring in Brittany

"R. B. B."—All possible information for a fortnight's visit in late summer.

No. 15356.—1936 Triumph Gloria

"W. G. C."—All possible information, maintenance hints and a handbook.

No. 15357.—1931 o.h.c. Steyr

"E. W. J. R."—All possible information and experiences; also a handbook.

No. 15358.—1933-34 10 h.p. B.S.A.

"E. A. M."—All possible information and a handbook for the fluid flywheel model.

No. 15359.—Type 327 or 327—50 Frazer Nash-B.M.W.

"R. A. S."—Information on reliability, maintenance of tune and fuel consumption.

No. 15360.—1933 Austin Seven

"W. H. E."—Information and hints on tuning for increased performance, experience of fitting an aluminium cylinder head, also a handbook.

No. 15361.—1936 21 h.p. Hudson

"M. L. T."—Hints and tips on the most suitable three- or four-speed gear box, preferably with free wheel, which can be fitted to this car.

No. 15362.—Motoring in East Africa

"S. G."—Experiences with a Hillman Minx operating under conditions of almost non-existent dust roads and extreme heat. Would the front suspension stand up to this?

No. 15363.—Ford Ten Special

"J. D. M."—Hints on maximum fuel economy, and experiences of fitting a four-speed gear box which could be adapted to give a rear axle ratio of 5.125 in place of the present 5.5 to 1.

No. 15364.—Handbooks Required

"S. O. G."—1937 1½-litre Riley.
"J. H. G."—1930 Riley Nine Monaco
"F. L. N."—1933 Riley Nine Monaco.
"W. C."—1937-38 Morris Ten.
"R. D. S."—1935 Morris-Oxford Twenty.
"E. H. R."—1934 Austin Ten.
"W. A. C."—1934 Hillman Minx.
"W. T. W."—1932 Austin Seven.
"C. I. P."—1937 Riley Nine.
"M. P. B."—1929 Type M.20 20-70 h.p. Daimler.
"B. D."—1936 Austin Seven Ruby.
"R. F. W."—J-type M.G. Midget.
"G. C. S."—1937-38 1½-litre M.G.
"D. W. C."—1934 Riley Imp.
"R. G. S."—Mark I or II 18-80 h.p. M.G.
"P. G. H."—1934 9 h.p. Wolseley.
"C. D. M."—1932 Armstrong Siddeley Twelve-Six.
"J. M. C."—1936 NA-type M.G. Magnette.
"G. M."—1936 25 h.p. Armstrong Siddeley.
"W. J. J."—1936 Riley Nine Merlin; also wiring diagram.
"H. L. G. H."—1933-34 Riley Nine.
"J. H. T. L."—1926 Model TS 10 h.p. Rhode; also wiring diagram.
"F. S."—1936 Alvis Silver Eagle; also spare parts list.
"E. A. P."—1934 Triumph Gloria.
"N. R. S."—1934 J2 Midget
"W. J. C."—1934 Hillman Minx.
"A. A. A."—1936-37 Flying Standard Twelve.
"L. R. Z."—1936 Lanchester Twelve sports saloon.
"J. W. S."—1937 Riley Twelve Kestrel Sprite.
"D. J. N. P."—1935 Lagonda Rapier.
"A. C. G."—1938 Riley Sixteen-Four Kestrel.
"R. D. C."—1936 Special Series Riley Nine Kestrel.
"F. Y."—1936 Morris Fourteen, Series III.
"W. F. N."—1939 Standard Eight.
"P. C. B."—1935 20 h.p. Chrysler Kew.
"S. R."—1947 12 h.p. Peugeot (in English).
"W. J. M."—1932 Riley Nine.
"C. W. F."—1934 J2-type M.G. Midget.
"A. J. M. C."—1935 Standard Ten.
"R. H. M."—1937 TA-type M.G. Midget.
"L. V. G."—1935 Popular Ford.
"G. S. K."—1938 Austin Seven Ruby.
"R. K. M. D."—Any available literature on the PA and PB-type M.G. Midget.
"A. P."—1933 Crossley Ten Torquay.
"R. R."—1936 15.9 h.p. Austin Greyhound Sports.
"C. J. C."—1936 Crossley Regis Six.
"A. J."—1937 Standard Twelve.

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1947 Oct. **Wolseley** 14, 4 door de luxe saloon, black with brown hide upholstery, 4,000 miles, one owner, new condition, **£950.**
1946 Sept. **Austin** 12, dark blue, with blue hide upholstery, small mileage, original tyres still very good, **£750.**
1937 **Morris** 8, 4-door de luxe saloon, black with red leather upholstery, two owners, moderate mileage, **£295.**
1948 Feb. **Wolseley** 8, saloon, green with brown leather upholstery, 17,000 miles, exceptional condition, **£595.**
1937 **Ford** 8, 4-door saloon, new engine since done 6,000 miles first-class condition throughout, **£235.**
1947 April **Armstrong Typhoon,** black with fawn upholstery, 7,000 miles, as new, **£1,025.**
1938 **Rover** 12, 6-light saloon, black with brown hide upholstery, exceptional condition for pre-war car, **£495.**
1947 **Rover** 16, 6-light saloon, black with beige upholstery, 12,000 miles, quite as new, **£1,295.**
1946 Oct. **Rover** 16, sports saloon, black with brown leather upholstery, H.M.V. radio, 18,000 miles, superb condition, **£1,095.**
1947 Dec. **Standard,** drophead coupe, black with fawn leather upholstery, one owner, moderate mileage, in superb condition, **£725.**
1949 Jan. **Triumph,** Town and Country saloon, black with beige hide upholstery, Clayton heater, one owner, small mileage, **£1,025.**
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8 h.p. New Type Saloon, 1939. Smart modern appearance, Particularly good engine. Guar. ... £295
8 h.p. Anglia Saloon, 1947. Immaculate low mileage model. Leather upholstery. One owner £475
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10 h.p. Anglia Foursome Drop-head coupe, 1940. Scarce model. Moderate mileage. immaculate £395
30 h.p. V.8 Club Cabriolet 1937. Good condition. A grand runner. Three new tyres, extras ... £275
V.8 30 h.p. Model 91A 6-seater Touring Saloon, 1939. In first class condition. All new tyres ... £395
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12 h.p. Saloon, 1939. An attractive example in very excellent condition. Speed with comfort £395
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12 h.p. Saloon, 1948. Nominal mileage only. Very carefully used since new. Fully guaranteed ... £695
14 h.p. Saloon, 1937. A good, sweet running, very reliable car. Of interest to the discerning buyer £225
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8 h.p. Saloon, 1938. Clean condition, easy clean wheels, etc. Very nice little runner, 5 Dunlops £255
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10 h.p. Saloon 1940. Very smart example of a popular series. Coachwork and interior good ... £415
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10 h.p. Saloon de luxe, 1940. Identical to postwar model, 1 owner since new, stored, moderate use £645
10 h.p. Saloon de luxe, 1946/7, one owner late property of a London professional gentleman ... £795
12 h.p. Special Sportsman's Coupe, 1934/5. Four seater. Modern lines and instruments. Bargain £195
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12 h.p. Sports Saloon 1939. Finished dove grey with grey leather outstanding mechanical order ... £595
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12 h.p. Saloon de luxe 1939/40. In really immaculate condition. Extremely lively performance £595
12 h.p. Saloon de luxe, 1940. An outstanding car in every respect. Really excellent condition ... £625
12 h.p. Saloon de luxe, 1940. At first sight looks similar to post-war model. Low priced at ... £575
12 h.p. Saloon de luxe, 1947/8. One owner since new. Immaculate order. negligible mileage ... £975
14 h.p. Saloon, 1934. Just overhauled mechanically. £73 spent. Bills available. Bargain ... £225
14 h.p. Saloon 1935. In very good running order. Coachwork and interior in sound condition ... £265
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14 h.p. Saloon de luxe, 1937. Good clean appearance original finish. Well maintained, new Dunlops £395
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14 h.p. Sports Saloon, 1939. Original cellulose, unmarked. In very sound order indeed ... £595
14 h.p. Saloon de luxe, 1947. One owner only. Low mileage, in almost brand new condition ... £995
16 h.p. Sportsman's Saloon, 1940. Coachwork and interior spotless. Attractive. Fully g'teed. ... £625
16 h.p. Salmon Tickford drop-head coupe, 1939/40. Two owners only. Scarce model. Well m'tained £595
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Armstrong Siddeley 26 h.p. Limousine, 1938. Privately owned. Leather upholstery, division £365
Austin 18 h.p., 7 seater saloon, 1936, leather, tyres as new. Particularly economical ... £395
Austin 16 h.p., enclosed limousine Chalfont, 1937. Division. Face fwd. seats. Leather, spotless.... £495
Austin 18 h.p., long chassis York Saloon, 7 seats. 1937. Leather. Amazing condition for the year £495
Austin 18 h.p., enclosed Iver Limousine, 1938. Spacious boot. Tyres as new. Engine 100% £775
Austin 20, Ranalagh Limousine, 1934. Reliable. Leather. Division, and full equipment ... £225
Buick Pullman Limousine (Type 90) 8 seater, 1936/7. Division. Face fwds. Intercom. etc. ... £365
Humber 27 h.p. Razor edge Limousine, 7 seater with division, leather throughout, face fwd. seats ... £795
Humber 27 h.p. Pullman Double enclosed 7 pass. Limousine, 1936. Excellent condition thr'out. £495
Humber 27 h.p., 7 Pass. Pullman, double enclosed Limousine, 1937. Winding division, face fwds. £545
Hillman 21 h.p. Limousine, 1936. Full 7 seater. Division, face fwds. Leather. Opportunity ... £475
Hillman 21 h.p., 7 passenger Limousine, 1938. Face fwds. Division, leather. Recommended. G'teed £625
Wolseley 25 h.p., 7 passenger Limousine, 1937. Maintained by experts since new. Immaculate £595

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7 h.p. Saloon de luxe, 1937. In very superior condition, 5 new tyres, very good performance ... £215
7 h.p. Ruby de luxe saloon, 1938. Reconditioned eng. In excellent mechanical order ... £255
Big 7 h.p. Saloon, 1938. Ample room for 4 adults. Very economical, willing engine. Attractive ... £285
8 h.p. Four seater Tourer, 1939. New type lift up front. A very outstanding opportunity ... £195
8 h.p. Saloon, 1939. New type modern lift-up front. Similar to post war model. Good tyres ... £315
8 h.p. Saloon de luxe, 1946. Four door. In immaculate order. Demister, many other extras ... £495
10 h.p. Four door Saloon de Luxe, 1936. Litchfield S.R. A very clean example ... £195
10 h.p. Cambridge Saloon, 1938. Original cellulose. Carefully maintained since new ... £360
10 h.p. Saloon de luxe, 1939. Stored war years. Moderate mileage. One owner since new ... £365
10 h.p. Saloon 1940. Looks like post-war model. Almost new tyres. Splendid mechanical order £435
19 h.p. Saloon de luxe, 1947. Genuine one owner car. Immaculate. Low mileage. Radio ... £645
10 h.p. Austin A40 Devon model 4 door de luxe Saloon 1948. As new. Fitted heater, spotless ... £845
12/4 Saloon 1935. Excellent chassis and tyres. Good runner. Four door. Sound coachwork ... £145
12 h.p. Ascot Saloon, 1938. Black, brown leather. Full five seater body. Very reliable car ... £345
12 h.p. Ascot Saloon, 1939. Privately owned since new. Latest all steel type pressed wheels ... £395
12/6 Five seater Saloon 1934/5. Solid car, sound chassis. Runs well. Ideal for touring caravan £125
16 h.p. Goodwood Saloon, 1936. Original finish, clean leather. Very good engine. Full 5 seats ... £225

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350 gns.—Alvis Speed 20 open tourer, engine decarbonised, etc., new tyres, 1935, taxed and in really superb order throughout.—Western 6837 (day) or write 30, Gloucester Road, S.W.7. [4207

£375—Magnificent 1935 series Mayfair drop head foursome, immaculate turquoise blue cellulose, excellent mechanically; one owner last 13 years; another black and red; £350; yet another 1934 model, most outstanding appearance in unscratched nigger and fawn duotone; £295; also 1933 sports tourer, specially tuned engine, performance above even normal Speed 20 standards, grey/green; £285; all enquiries for part exchange welcomed; hire purchase and insurance while you wait.

ALTON GARAGE, the Alvis people, Upbrook Mews, Craven Rd., Paddington 0385. [2984

LIMOUSINE, 1936, Double Enclosed, 20hp, partition, 7-forward, black, original private owner, 18,000 miles, desirable condition, mechanical guarantee certificate; £685.—Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [3887

Alvis Cars Wanted

ROWLAND SMITH'S, the Alvis buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041. [0914

GATEHOUSE MOTORS are regular buyers of good clean Alvis cars.

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [3779

WANTED.—Alvis cars, post-war saloon and coupe models; send all details to:—

ARNOLD G. WILSON, Ltd., 232, Harrogate Rd., Leeds, 7. Tel. 41014-5. [0023

CASH immediately for good Alvis.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [3969

SPEED 25, in excellent condition, required privately; state details and price.—Relf, 31, Queens Rd., Southport. [3464

S. F. ERSKINE & SONS, Alvis distributors of Woking, invite details of late models for disposal.—Woking 330 [0697

G. W. WILKIN, Ltd., of Kingston-on-Thames, are keen buyers of Alvis in good condition. Alvis agents for sales and service. Kingston 2241. [6597

1948-9 Alvis; please give particulars and price. —A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester 19. Rus 2874/5. [0494

URGENTLY wanted for client, low mileage Alvis 14hp drop head coupe.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 3075-6. [1943

CHARLES FOLLETT, Ltd buy good late model cars.—19 Berkeley St W.1 May 6266. Service Works and Stores, 12 Wellesley Ave. W 6 Riv 1413. [8361

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. "Grams. "Alviscar Gold London."

AND at Alvis Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams. "Alvis, Coventry."

CHARLES FOLLETT, Ltd.—Alvis specialists.

SHOWROOMS.—18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE.—12 Wellesley Ave., W.6. Riv. 1413. [8366

KINGSTON-ON-THAMES.—Sales, Service and Spares. —G. W. Wilkin, Ltd., Weston Park and 94, Eden St., Kingston 2241. [1585

JAMES H. GALT, Ltd., Alvis distributors for Scotland. Works, 71-73, Dobbie's Loan, Glasgow, C.4. Tel. Douglas 0638. Comprehensive spares and service. 0750

ARMSTRONG SIDDELEY

J. DAVY offers:—

7000 miles.—Armstrong Siddeley Typhoon (April, 1947), black with fawn upholstery, new condition; £1,050; also 1947 Typhoon, 11,000 miles; £995.

J. DAVY CAR SALES, 9, Logan Place, Earls Court Rd., W.8. Western 6493. [1038

ARMSTRONG SIDDELEY

CAR MART, Ltd.

1948 Armstrong 16 Hurricane coupe, radio, heater, 10,000 miles; £1,125.

1947 Armstrong 16 Typhoon saloon, radio, heater, 16,000 miles; £1,025.

1939 Armstrong 25 7-seater limousine, 27,000 miles; £1,075.—Car Mart Ltd., 150, Park Lane, W.1. Grosvenor 3434. [3992

NEWNHAMS, Ltd.

1949 Armstrong Siddeley Lancaster saloon, black, fitted radio 7,000 miles.—235-7-9, Hammersmith Rd., W.6. Riv. 4646. [3875

PASS & JOYCE, Ltd., offer:—

1948 Armstrong Siddeley Typhoon sports saloon, blue, blue leather, one owner.—184, Gt. Portland St., W.1. Museum 1001. [4231

CHARLES FOLLETT, Ltd., offer:—

1948 Armstrong Siddeley Typhoon 2-door saloon, black, brown leather, one owner, 12,000 miles, carefully maintained; £1,095.

18 Berkeley St., W.1. May. 6266.

SERVICE, Works and Stores, 12, Wellesley Av., W.6. Riv. 1413. [4114

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd.,

OFFER the following:—

1947 Armstrong Siddeley Typhoon, under 14,000 miles, maroon with maroon leather, as new, any trial or examination.—47, Sloane St., S.W.1. Tel. Sloane 9288. [2320

GUY SALMON AUTOMOBILES, Ltd., offer:—

1947 (July) Armstrong Typhoon, nominal mileage, in outstanding condition; £950.—Portsmouth Rd., Thames Ditton. Emberbrook 4343. [4038

1940 Armstrong Siddeley 17hp 7-seater, leather; £775.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [3961

1938 Armstrong 14hp saloon, in beautiful condition, 39,000 miles; £445.

ERIC HAYES, Ltd., 22, Conduit Mews, Hyde Park, W.2. Tel. Paddington 0289. [3431

1948 Armstrong Hurricane coupe, black, brown upholstery, 10,000 miles, in excellent condition.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [8157

GORDON CARS (LONDON), Ltd.—1948 Armstrong Typhoon saloon, black-green leather, 15,000 miles. —Below.

GORDON CARS (LONDON), Ltd.—1948 Armstrong Lancaster saloon, blue-blue leather, excellent order.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [3809

1938 14 Armstrong saloon, black, brown leather, good tyres, in exceptional condition throughout; £395.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [9623

CENTRAL GARAGE, Croydon, offer 1947 Armstrong Siddeley, Lancaster saloon, maroon, small mileage; £995.—Central Garage. Tel. Croydon 7464. [3180

1938 Armstrong 14 4-dr sal, ex cond, engine overhauled.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [3588

ARCHIE SIMONS & Co., Ltd.—1937 series Armstrong Siddeley 25hp 7-passenger limousine, face forward seats, ideal hire car; £495.—94, Gt. Portland St., W.1. Lan. 1343. [3669

1946 Armstrong Siddeley Lancaster saloon, 9,500 miles, exceptional condition throughout, black, brown leather; £825.—Beardmore, 26, Queensway, W.2. Bay. 0136. [6577

£895.—(August, 1947) Armstrong Siddeley 16hp Lancaster saloon; immaculate condition, very low mileage; H.M.V. push-button Radiomobile; Air conditioning, etc.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Write for our 18-page post free stock list of over 250 fully guaranteed used cars. Easy and confidential Hire Purchase terms, part exchanges. Cars delivered free to any part of the United Kingdom. Near main line L.M.S. station, frequent trains from Euston and Watford take only 50 minutes, or by road just under 4 miles from main A.5 Watling Street. Fares refunded to purchasers from anywhere in the country. [4278

£450.—Armstrong 25 limousine, enclosed drive, face-forward occasionals, leather front in good clean condition used by us after first owner.—Brown's Garage, High Rd., Loughton 3838, Essex. [3413

FOR sale.—Armstrong Siddeley, '36, 14hp; one owner; laid up 5 years; total mileage 41,000; oil nil; petrol 25 mpg; 6 new tyres; new batt.; new SU carb.; £250.—Humphrey, 23, Brackley Rd., Beckenham, Kent. [4355

1948 (June) Armstrong Siddeley Lancaster 4-door saloon, black with green leather, 12,000 miles, radio and heater; £1,095.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [4274

£365.—1938 Armstrong Siddeley 26hp limousine with division. Beautifully finished in black and chrome, with immaculate leather upholstery front and rear. This car has been privately owned and in consequence the mileage run is very small indeed in comparison with similar models used extensively for hire purposes, whilst mechanically it gives a performance one would expect from a properly chauffeur-maintained Armstrong. We are happy to offer this car with a full comprehensive written guarantee.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Write for our 18-page post free stock list of over 250 fully guaranteed used cars. Easy and confidential Hire Purchase terms, part exchanges. Cars delivered free to any part of the United Kingdom. Near main line L.M.S. station, frequent trains from Euston and Watford take only 50 minutes, or by road just under 4 miles from main A.5 Watling Street. Fare refunded to purchasers from anywhere in the country. [4277

ARMSTRONG SIDDELEY

1949 Armstrong Siddeley Lancaster saloon 15.9hp, colour black, purchased March 8, 1949, 6,000 miles, condition inside and outside as new; £1,300 or nearest offer.—J. C. Thomas, 65, Willesden Lane, Kilburn, London, N.W.6. Mal. 6151. 10-12 a.m. [3562

295 gns.—Armstrong Siddeley (July, 1937) 17hp 4-door touring saloon, dark blue, sliding head, blue leather, preselector, good tyres, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4104

LIMOUSINES, 1938/1939, Long-25, partition, widest occasionals, black, genuine low mileage, privately owned. £795. Below.

9000 genuine mileage, 1939 Long-17hp-partitioned, blue leather Limousine, forward occasionals, 1949-condition, immaculate, also selected carriages, from-£585. Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [3888

Armstrong Siddeley Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Armstrong Siddeley cars.—150, Park Lane, W.1. Grosvenor 3434. [0951

LANCASTER or Typhoon 1947-8, under £800; full particulars.—24, Northway, Maghull, Lancs. [4168

ROWLAND SMITH'S, the Armstrong buyers.—Hampstead High St. (Hamp Tube). Ham. 6041. [0916

CASH immediately for good Armstrong Siddeley.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [3970

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0183

LANCASTER or Hurricane coupe wanted, nominal mileage only.—Angior, 140, Golders Green Rd., London, N.W.11. [0529

HENLYS, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars.—1-5, Peter St., Manchester. Tel. Blackfriars 7843. [0601

Armstrong Siddeley Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0235

ARMSTRONG SIDDELEY spares, large stock for all pre-war models.—Croall & Croall, York Lane, Edinburgh. Tel. 32504. [1940

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors, Works, Hawley Crescent, Camden Town. Tel. Gul. 4141.

HENLYS, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216. [0602

SPARES for all models.—Pre-selector gear box overhauls and reconditioning a speciality.—Hamtune Motors, Ltd., Northants Distributors. Works: Park Garage, Weston Favell, Northampton. Tel. 2107. [2068

ASTON MARTIN

CHIPSTEAD MOTORS, Ltd.—See under Sports Cars column advert. No. 3826. [3828

£395 or by instalments.—Aston Martin Mark II 1½-litre, 1935; 3 months' written guarantee; £395.—Stuart Wilton, 353, Finchley Rd., N.W.3. Hampstead 5712 and 8532. [4223

Aston Martin Cars Wanted

CASH immediately for good Aston Martin.—H. F. Edwards, 28, Upper High St., Epsom 9400. [3983

ASTON MARTIN cars wanted for cash; full details.—Priary Motors, Ltd., Old Windsor. Windsor 1100.

ROWLAND SMITH'S, the Aston Martin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041 [0917

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.,

SOLE suppliers of spares for all Aston Martin cars produced up to 1940, specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 1100. [1365

AUBURN

PERFORMANCE CARS, of 21, Daleham Mews, N.W.3 (Hampstead 8707). See under sports cars. [4259

AUSTIN SEVEN

1939 Austin 7 saloon, in exceptionally nice condition; £295.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5. [3956

WALTER SCOTT, Ltd.—1936 Austin 7 Ruby de luxe saloon, excellent condition; £165.—39, College Crescent, Swiss Cottage, N.W.3. Primrose 5914. [9741

125 gns.—Austin 7 1936 tourer, black, good tyres; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4075

135 gns.—1936 Austin Ruby saloon, reconditioned engine, clutch, gear box, etc., genuine bargain, any trial.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 3117.

£185.—Late 1936 Austin 7.8hp Ruby saloon, blue, engine completely overhauled, splendid oversized tyres, exceptional condition throughout; terms, exchanges.—Birkett Motors, Ltd., 326, Romford Rd., Forest Gate, Maryland 2534. [3306

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Austin 7 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0918

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 7, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3132

AUSTIN EIGHT

PALMERS MOTORS offer:—

1947 Austin 8 4-door saloon, immaculate; £525; exchanges and deferred terms.—53, York St., Twickenham. Popes Grove 1890. 7087. [4065

AUSTIN EIGHT

CAR MART, Ltd.,

LONDON distributors.

1946 Austin 8 saloon, 14,000 miles; £525.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [3993

J. CORYTON, Ltd.

£545.—1947 (August) 8hp Austin 4-door sun saloon, one previous private owner (19,000 recorded mileage), mist green, run only on standard ration, exceptionally good condition, mechanically guaranteed, licenced

139/149, Fulham Rd., South Kensington. Ken. 1410. [3876

DICKS CAR SALES offer:—

1944 Austin 8 saloon, not ex-Govt.; £395.—Below.

1940 Austin 8 saloon, recent overhaul; £305.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [4233

H. A. SAUNDERS, Ltd., offer:—

1947 Austin 8hp saloon de luxe, 11,000 miles; £575; choice of two.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [3737

1947 Austin 8 saloon, 6,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [3709

1947 Austin 8 4-door saloon, low mileage, spotless; £535.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [3861

1947 Austin 8 saloon, black, in really first-class condition; £535.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. Ham. 2255. [3791

1947 Austin 8 saloon, black, 4,000 miles, indistinguishable from new; £550.—Wembley Court Motors, High Rd., Wembley. Tel. Arnold 5221. [4252

AUSTIN 8hp 1938 4-door saloon; good condition; excellent engine; 40 m.p.g.; fog light; £245.—Martin-Leake, 184, Ickneld Way, Letchworth. [4144

1947 Austin 8 4-door saloon; black/brown leather, attractive throughout; £545.—Odeon Motors, Ltd., Barnet, Herts. Tel. Barnet 4100 (private exch.). [3137

CONWAY MOTORS; £279.—1939 Austin 8 saloon, engine rebored and reconditioned 3,000 miles ago, motor car in very nice condition throughout.—301, Goldhawk Rd., W.12. [4034

8hp saloon, 1947, one owner, low mileage, black, with brown hide upholstery, faultless, guarantee; £540.—Recommended by Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [3932

MAKIN & HARRISON, Ltd.—1946 Austin 8 de luxe saloon, one owner, 11,000 miles; £495; 3 months' guarantee; terms, exchanges.—492-6, Chiswick High Rd., W.4. Chiswick 0558. [4210

SPIKINS (TWICKENHAM), Ltd., offer 1939 Austin 8hp 4-seater tourer, very nice condition, one owner only; £275.—85-101, Heath Rd., Twickenham, Middlesex. Tel. Popesgrove 1035-7. [2337

275 gns.—Austin 8, 1940 model, saloon, black, very good condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4101

Austin Eight Cars Wanted

CMT

THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [0952

AUSTIN 8 saloon, post-war.—Mac, 12, Brambledown Rd., Wallington, Surrey. Wallington 6397. [4183

ROWLAND SMITH'S, the Austin 8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0919

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3133

AUSTIN TEN

H. A. SAUNDERS, Ltd., offer:—

1947 Austin 10hp saloon de luxe, 16,000 miles; £675.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [3739

GLANFIELD LAWRENCE offer:—

1946 Austin 10, blue; £585.—407, High Rd., N.12. Finchley 0091. [3185

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1946 Austin 10, black, brown upholstery, radio and defroster fitted, excellent condition throughout, mileage 19,000; £565.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [9198

AUSTIN 10.—1946 model Austin 10 saloon, black, sunshine roof, in excellent condition.

1940 model Austin 10 saloon, in very good mechanical condition.

1937 Austin 10 Cambridge saloon, recommended.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [4269

1948 Austin 10 4-door saloon, 4,000 miles; £645 or £150 deposit, balance 1, 2, 3 years.

JACK STONE & SON, 221, Upper Richmond Rd., Putney, S.W.15. Tel. Putney 1054/5, 2276/7. [3764

1946 Austin 10 saloon, first-class condition, single owner; licensed end 1950; £475.—Perivale 3180. [4371

1939 Austin 10 saloon, grey, very good condition, taxed; £365.—Corbitt & Taylor, 26, Conduit Mews, W.2. Amb. 6049. [3769

£375.—Austin 10 1939 4-dr sln de luxe, original cellulose in excellent condition, super mechanically, extras, radio, etc.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066/7. Open Mon. to Sat. 9-6 (50 yrds Holland Park Tube). [3591

AUSTIN TEN

1940 type Austin 10 de luxe saloon, low mileage, car looks and runs like new, bargain; £435; below.

1939 (Jan.) Austin 10 Cambridge de luxe saloon, magnificent condition, must be seen to be appreciated, black and brown leather; £397/10.—Harry Nash Motors, Ltd., 348, King St., Hammersmith, Riverside 2837-8. [3839

1933 Austin 10 tourer; new hood; a real bargain; £115.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [3865

1940 type Austin 10 saloon, excellent appearance inside and out, tyres nearly new; £345.—Grove Motors, North Rd. Southall 3477. [2128

1946 Austin 10 saloon, black, in excellent condition throughout, any inspection or trial; £550.—Wembley Court Motors, High Rd., Wembley. Tel. Arnold 5221. [4250

£285.—Austin 10 Cambridge saloon, registered 1937, finished in green, perfect condition throughout, thoroughly reliable motoring at an economical cost.

M.B. MOTORS, 336, New Cross Rd., London, S.E.4. Tideway 3779. [3111

Austin Ten Cars Wanted

C
M
THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297 Euston Rd., N.W.1. Euston 1212. [0953

URGENTLY required, latest type Austin 10.—Chapman, "Bracklin," 6, Green Park, Cambridge. [3566

POST-WAR Austin 10 required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0841

ROWLAND SMITH'S, the Austin 10 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0920

1939-48 Austin 10 saloon urgently required.—Richard France, Ltd., 254, High St., Tottenham, N.15. Sta. 2232. [3039

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 10s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5840

AUSTIN A40

CAR MART, Ltd.,
LONDON distributors.

1948 Austin A40 Devon saloon, radio, heater, 16,000 miles; £795.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [3994

WIMBUSH for good A40s.

1949 Austin A40 Devon saloon with sunroof, grey with beige upholstery, mileage 6,000; fitted heater, taxed year; £845; also another similar model, 8,000 miles; fitted radio; £835.—R. C. Wimbush, Ltd., 312, Earls Court Rd., S.W.5 Fremantle 8401. [3870

TOM GARNER, Ltd., offer:—

1949 Series Austin A40 Devon saloon, seal grey with beige leather, sun roof, heater, etc; 7,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [3597

PHILIP RICKARDS, Ltd., offer:—

1949 Austin A40 Devon, grey/beige, 3,000 miles.

1948 Austin A40 Devon, maroon/beige, 12,600 miles.

1949 Austin A40 Devon, green/beige, 5,000 miles.—4, Brick St., Park Lane, London, W.1. Gro. 4772/3. [3912

H. A. SAUNDERS, Ltd., offer:—

1948 Austin A40 Devon 4-door saloon de luxe, heater, 6,000 miles; £845.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [3738

1949 Austin A40 Dorset saloon, mileage 3,000; £815.

COUNTRYMAN Austin A40 1949, mileage 10,000, as new throughout, £850; trade enquiries welcomed.

H. C. PAUL, Ltd., 32, Bruton Place, Berkeley Sq., W.1. Mayfair 0621/2. [3704

1949 Austin A40 Devon, radio and heater, low mileage; £825.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 0254. [4161

1948 Austin A40 Dorset saloon, perfect condition, 12,000 miles; £795.

H. SOLOMON & SONS, High St., Camberley. Tel. 34. (Established over 40 years.) [3841

2500 miles.—1949 (Jan.) Austin A40 Devon, grey, sun roof, heater.—Below.

3500 miles.—1948 Austin A40 Dorset saloon, green, heater; (trade enquiries only please).—Ernest Sutton, Cleeve Hill (Glos.) 95. [3905

AUSTIN A40 Dorset (November, 1948), 7,000 miles, heater, immaculate, taxed; £795.—Below.

AUSTIN A40 Devon (February, 1949), 6,000 miles, radio, heater, taxed December, faultless; £835.—Bruce France, SA, Cromwell Mews, South Kensington. Fla. 0513. [3652

AUSTIN A40 Dorset saloon, 8,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [3716

1949 (Feb.) Austin A40 Devon sun saloon, grey with beige leather, one owner, 6,000 miles, heater and radio, superb condition throughout; £835.

GEORGE OSBORNE, Ltd., 136/138, Streatham Hill, S.W.2. Tulse Hill 5937. [3576

1948 Dorset saloon, 5,700 miles, 1 owner, unblemished; £805.—Recommended by Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [3936

1949 Austin A40 Devon sun saloon, one owner, green/beige, specimen condition; £865.—Odeon Motors, Ltd., Barnet, Herts. Tel. Barnet 4100 (private exch.). [3135

1949 Devon 4-door saloon, green, with beige upholstery, 4,000 miles, unblemished; £845.—Recommended by Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [3937

AUSTIN A40

10hp saloon, 1946, low mileage, black, with brown hide upholstery, unblemished, guaranteed; £595.—Recommended by Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [3933

1949 (January) Austin A40 grey saloon, 6,000 miles only, 1 owner, spare unused; H.P. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [4041

1949 Austin Countryman, low mileage, as new.—Paramount Motors, 114, Tottenham Court Rd., W.1. Euston 7503, 2334, 3526. Works and Service Station, Mare St., Hackney, E.8. [4201

HILLWOOD MOTORS.—1949 Austin A40 Devon saloon, in beautiful light blue, genuine mileage 170, an opportunity to secure a car that has been delivered from the factory only; £895.—565-7-9, Watford Way, Mill Hill Circus, N.W.7. Mill Hill 4232. [4069

Austin A40 Cars Wanted

C
M
THE CAR MART, Ltd., London distributors, wish to purchase Austin A40 cars.—297, Euston Rd., N.W.1. Euston 1212. [0957

R. C. WIMBUSH, Ltd.,

WISH to purchase for cash good Austin A40.—312, Earls Court Rd., S.W.5. Fremantle 8401/2. [2332

ROWLAND SMITH'S, the Austin A40 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0912

POST-WAR Austin A40 required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0842

AUSTIN TWELVE

CAR MART, Ltd.,
LONDON distributors.

1947 Austin 12 saloon, 18,000 miles; £795.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [3995

H. A. SAUNDERS, Ltd., offer:—

1947 Austin 12 saloon de luxe, 14,000 miles, black; £825; choice of two.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [3740

JOHN CAMPBELL MOTORS offer:—

1939 Austin 12 Ascot saloon, black with red leather, good tyres, chassis, interior leather and coachwork in superb condition; £395.—Below.

1947 (July) Austin 12 saloon, black with brown leather, 16,500 miles, condition as new; £775.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [9622

CHARLES RICKARDS, Ltd., the house of standing and repute.

1936 Austin 12/4 saloon, finished dark blue; engine overhauled; excellent condition throughout; £280.

56, Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [3616

1939 Austin 12, sun roof saloon, black, in excellent condition; £395.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla 2234. [5176

1938 Austin 12, in perfect condition; £375.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [2466

AUSTIN 1934, 12/6, reconditioned, exchange engine wanted.—Particulars to 142, Birkbeck Rd., Beckenham, Kent. [4175

1939 Austin 12 saloon Ascot; one owner; taxed year; £325.—King's Motors, 1, High St., Hounslow. Tel. 3532. [4367

CONWAY MOTORS; £399.—1939 Austin Ascot de luxe saloon, carefully used, immaculate condition, very smart motor car.—301, Goldhawk Rd., W.12. [4032

1939 Austin 12 de luxe saloon, excellent, guaranteed; £365; payments.—Chefil Court Garage, Manor St., Chelsea. Flaxman 5161. [3847

1947 (April) Austin 12 sun saloon de luxe, black, brown leather upholstery; 44,000 miles, one owner, showroom condition; offers.—Box 2963. [4322

12hp saloon, 1947, black, with brown hide upholstery, low mileage, faultless condition; £770.—Recommended by Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [3934

1946 (July) Austin 12 saloon, black, brown hide throughout one owner, superb condition; £725; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove W.11. Bays. 4274. [3922

1940 Austin 12/4 4-door de luxe saloon, taxed year, indistinguishable from 1947, mechanically, coachwork and interior excellent; £475.—Collom's Car Sales, Ltd., 292-308, Lanark Rd., W.9. Tel. Maida Vale 5134, 7833, 3468. [2305

Austin Twelve Cars Wanted

C
M
THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297 Euston Rd., N.W.1. Euston 1212. [0954

AUSTIN 12 wanted, not earlier 1939.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8638. [3066

ROWLAND SMITH'S, the Austin 12 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0921

1937-8-9 Austin 12 saloons and limousines wanted.—Motouristis (London), Ltd., East Finchley Station, N.2. Tudor 2301-2.

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 12, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5841

AUSTIN FOURTEEN

1937 Austin Goodwood saloon; £525 or 30 monthly instalments of £15/2/2.—Cooden Eng. Co., Bexhill. Tel. Cooden 600. [3581

£288.—Austin Goodwood saloon, 1937, carefully maintained and really first-class condition throughout.—Grove Motors, North Rd. Southall 3477. [2130

AUSTIN FOURTEEN

NORMAN ROUNDHILL, Ashtead, offers 1937 Austin 14 Goodwood saloon, one private owner, low mileage, performance and condition as brand new; £350.—Tel. Ashtead 34. [4187

AUSTIN SIXTEEN

CAR MART, Ltd.,
LONDON distributors.

1949 Austin 16 saloon, 2,000 miles; £1,025.

1948 Austin 16 saloon, 9,000 miles; £950.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [3996

H. A. SAUNDERS, Ltd., offer:—

1949 Austin 16hp saloon de luxe, 4,000 miles, radio; £995.

1948 Austin 16hp saloon de luxe, 11,000 miles; £895.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [3741

ACE SERVICE STATION (LONDON), Ltd.

1936 Austin 16 saloon, original and remarkable condition throughout, £295; also long chassis 7-seater, £235.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [3144

CHARLES RICKARDS, Ltd., the house of standing and repute.

1949 (Jan) Austin 16 saloon, 8,000 miles; one owner; £925.

56, Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [3615

1948 Austin 16hp saloon, small mileage, many extras; £925; also.

1947 Austin 16 saloon, beautiful condition, black, brown leather; £850; also

1948 (December) Austin 16 saloon, in excellent condition, black, brown leather; £925.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [3960

1948 Austin 16 4-door black saloon, 6,000 miles, unmarked; £850 or £200 deposit, balance 1, 2, 3 years.

JACK STONE & SON, 221, Upper Richmond Rd., Putney, S.W.15. Tel. Putney 1054/5, 2276/7. [3763

GORDON CARS (LONDON), Ltd.—1949 Austin 16 saloon, black-brown leather, 5,000 miles, radio, discs.—Below.

GORDON CARS (LONDON), Ltd.—1948 Austin 16 saloon, black-brown leather, radio.—Below.

GORDON CARS (LONDON), Ltd.—1948 Austin 16 saloon, black-brown leather-cloth, 2,200 miles only.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [3807

CASS'S MOTOR MART.—1948 Austin 16 saloon, black, 17,000 miles, written guarantee.—5, Warren St., W.1. Euston 3523. [2614

1948 Austin 16hp, 12,500 miles, heating and radio fitted, perfect condition; £875.—Gee, 2a, Tilehurst Rd., Reading. [1160

1949 Austin 16 saloon, 1,000 miles, radio.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [3722

AUSTIN 16 de luxe 1946 black saloon, blue leather; radio, heater; first-class condition; 26,000 miles; licensed end 1950; £675.—Perivale 3180. [4372

1948 Austin 16, black, brown leather, new condition throughout.—Dobsons Ltd., Austin Agents, Staines, Middlesex. Tel. 801. [1012

1946 Austin 16hp saloon, black, blue leather upholstery, £10 tax; £675.—Walton-on-Thames Motor Company, Ltd. Walton 200. [3687

AUSTIN 16hp saloon, Nov. 1947, black with brown upholstery, perfect condition, one owner, fitted with extra equipment, any trial, genuine bargain; £825.

RATCLIFFE'S (PURLEY WAY), Ltd., Purley Way, Croydon. Cro. 3678/9. [3552

1947 Austin 16 saloon, small mileage, ex. chassis, provincial trade enquiries invited; £720.—Allery & Bernard, Ltd., 372, King's Rd., S.W.3. Fla. 7345. [3771

1948 Austin 16 saloon, one owner, nominal mileage, excellent condition throughout; £850.—Beardmore Service, Ltd., 26, Queensway, Hyde Park, London, W.2. Bayswater 0136-7-8. [1915

1948 (November) Austin 16 de luxe saloon, black, sliding head, brown leather front, cloth rear, built-in radio and heater, fitted five Ace discs, one careful owner, 11,000 miles; £865.

SOUTH SIDE MOTORS, Ltd., 53, South Side, Clapham Common, S.W.4. Tel. Mac. 5495-6. [4178

16hp saloon, 1949, green, with brown hide upholstery, one owner, radio, heater, pass lamp, low mileage, faultless condition; £945.—Recommended by Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [3935

895 gns.—Austin 16 1949 de luxe 4-door saloon, black, sliding head, brown leather, one careful owner, 7,600 miles, practically new condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4076

NAYLOR & ROOT, Ltd.—1949 Austin 16 saloon; black, brown hide upholstery; 5,000 miles; equal to new throughout; £925. Three months' guarantee. Choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25 East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [3856

Austin Sixteen Cars Wanted

C
M
THE CAR MART, Ltd., London distributors, wish to purchase Austin 16 cars.—297, Euston Rd., N.W.1. Euston 1212. [0955

R. C. WIMBUSH, Ltd.,

WISH to purchase for cash good Austin 16s.—312, Earls Court Rd., S.W.5. Fremantle 8401/2. [2335

LIGHT CAR Co., of Derby, require: 1947-8 Austin 16 saloon.—The Motor Showrooms, Derby. Tel. 3659. [2928

ROWLAND SMITH'S, the Austin 16 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0922

URGENTLY wanted for client, low mileage Austin 16 saloon.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 3075-6 [1946

AUSTIN EIGHTEEN

1939 Austin 18 Windsor 7-seater.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [5829

MEBES & MEBES, Ltd. (Est. 1893) offer:—

1937 Austin 18hp de luxe Hertford 5-passenger saloon, dark green and black, hide upholstery to match, jack-all jacks, easyclean wheels, extras, whole car in 1947 condition; £465.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [3733

1937-8 limousine 7-seater Austin 18, one owner, private.—Write BCM/NZA, London, W.C.1. [4206

AUSTIN 18 Chalfont and Iver 7-seater limousines from £500.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [3868

1939 Austin 18 Windsor long chassis 7-str. saloon; £895.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [3710

ROSE & YOUNG, Ltd., offer: 1938 Austin Norfolk saloon; £450.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [4043

1935 Austin 18 saloon with occasional seats, mechanically good, smart appearance; £195.—F. A. Horner & Co., 480, Lordship Lane, N.22. Bowes Park 1665 and 6559. [4204

425 gns.—Austin 18, 1936 model, Chalfont 7-passenger limousine, black, blue leather, division, face-forward occasionals, Easyclean wheels, good tyres, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

395 gns.—Austin 18 (August, 1936) York 7-seater saloon, black, sliding head, blue leather, face-forward occasionals, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [4106

365 gns.—Austin 18 1937 Tickford all-weather drop head saloon, dark blue, blue leather, very carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4077

R. C. MORTLAKE offers:— 1937 Austin 18 Chalfont limousine, division, face-forward seats, new set of tyres; also 1937 York 7-passenger saloon, one private owner, immaculate, blue, blue leather; 1938 Windsor saloon, black, maroon leather, one private owner; convenient hire-purchase terms.—253, Kensal Rd., W.10. Ladbroke 3155. [2846

£775.—Austin 18hp Iver 7-passenger enclosed limousine, 1938, a smart and most impressive example of what a first-class hire car should be; finished in black with elegant interior furnishings, of highest grade and quality, latest type pressed steel easy clean wheels, concealed seats, face forward; engine is in outstanding order and open to any expert examination and inspection by A.A., R.A.C., etc.; a car that would be a credit to any progressive hire firm seeking the better class business, and an opportunity that should not be missed.

CAMDEN MOTORS, Lake St., Leighton Buzzard. Tel. 2381 and 3115. Write for our 18-page post free stock list of over 250 fully guaranteed used cars. Easy and confidential hire purchase terms part exchanges. Cars delivered free to any part of the United Kingdom. Near main line L.M.S. station, frequent trains from Euston and Watford take only 50 minutes, or by road just under 4 miles from main A.5 Watling Street. Fares refunded to purchasers from anywhere in the country. [4283

SEVEN Seaters 1938/1939 Saloons, selected carriages, leather throughout, black, excellent tyres, certified mechanically.

LIMOUSINES 1938/1939 selected carriages, Ivers also Gordon partitioned Coachwork, 7-forward, leather throughout, black, really excellent condition. £835.

HEARSE 1938/1939 Long chassis 5-door 6-bearer 1950 streamlined Coachwork, lavishly equipped, mechanical guarantee certificate, reasonable cost. Immediate Delivery. Seen:—Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [3889

Austin Eighteen Cars Wanted

CMT

THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. [0956

ROWLAND SMITH'S, the Austin 18 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0924

7-SEATERS 1937/38/39 also Norfolk Saloons required, maximum paid. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [2888

AUSTIN 18hp 7-seater limousines and saloons wanted, good condition distance no object.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6 [0877

CRIPPS OF NOTTINGHAM urgently require all types 18s 7-seater saloon and limousines.—R. Cripps & Co., Ltd., the Midlands limousine specialists Parliament St., Nottingham. Tel 44558. [0552

AUSTIN TWENTY

£195.—1933 Austin 20 Ranelagh 7-passenger, long chassis, division, face forwards, hide interior, faultless runner exceptionally clean; bargain.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [4298

LIMOUSINE 1937/1938 selected Mayfairs, partition, 7-forward, black, leather, unquestionable condition carriages. £795.

HEARSE 1937/1938 streamlined 5-door 6-bearer 1950 Coachwork, mechanical guarantee certificate, reasonable cost. Seen:—Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [3890

Austin Twenty Cars Wanted

ROWLAND SMITH'S, the Austin 20 buyers.—Hampstead High St. (Hampstead Tube) Hampstead 6041 [0925

7-SEATER Limousines 1937/1938-also 28hp—details please. Alpe & Saunders Providence Court Grosvenor Square. Mayfair-2941. [2884

AUSTIN A125 and A135

CAR MART, Ltd.,

LONDON distributors.

1949 Austin Sheerline saloon, 5,000 miles; £1,685.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212 [3997

AUSTIN A125 and A135

H. A. SAUNDERS, Ltd., offer:—

1949 Austin A125 Sheerline saloon de luxe, heater, radio, etc., black; £1,595.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [3742

MANN EGERTON & Co., Ltd., offer:—

AUSTIN Sheerline saloon (Jan., 1949), black with fawn upholstery, radio, heater, loose covers fitted, one owner, 6,700 miles; price £1,565.

14, Berkeley St., W.1. Regent 2073. [3796

GORDON CARS (LONDON), Ltd.—1948 (Aug.) Austin Princess saloon, indistinguishable from new.—Below.

GORDON CARS (LONDON), Ltd.—1949 (Jan.) Austin Sheerline saloon, grey, 8,000 miles, new condition.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [3808

AUSTIN Princess 1949, 3,000 miles only, one owner, condition as new; £1,950.—Jewson, "Orchard-Leon," Boars Hill, Oxford. [3449

AUSTIN Princess saloon, 1949, just out of covenant, 3,000 miles, in perfect order and condition, 3 carburettor engine and high ratio back axle; offers over £2,250.—J. K. Bibby, King Edward St., Liverpool, 3. [4219

Austin A125 and A135 Cars Wanted

CMT

THE CAR MART, Ltd., London distributors, wish to purchase Austin Sheerline and Princess cars.—297, Euston Rd., N.W.1. Euston 1212. [0352

AUSTIN MISCELLANEOUS

REGIONAL DISTRIBUTORS

HIRE car and limousine specialists.

WRITE for details and location of cars to

SALES Dept.: 45, South Audley St., London, W.1.

1949 Austin 16hp Metropolitan Police type taxicab, ready for passing; offers.—Waple, Sloane 4353. [2721

TANKARD & SMITH, Ltd., offer the choice of many Austin 8s, 10s, 12s and higher horse-power limousines from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0374

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0926

C. G. NORMAN & Co.,

AUTHORIZED Austin dealers, are buyers of low-mileage Austin cars of any horse-power.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-6.

W. HAROLD PERRY, Ltd.

WISH to purchase Austin post-war motor cars, particularly low mileage.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [3802

CASH immediately for good Austin.—H. F. Edwards, 28, Upper High St., Epsom 9400. [3984

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austins.—Tel. Weybridge 233. [0541

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Austin retailers, require cars in first-class condition.—Mayfair 5242. [0812

CHARLES RICKARDS, Ltd., wish to purchase good pre-war Austin cars.—56, Bayswater Rd., W.2. Paddington 1820. [3621

AUSTIN 8, 10, 12 and 16hp saloon; late models wanted urgently for cash.—Rawlings Bros., Ltd., 87, Cromwell Rd., S.W.7 Fro. 8161. [0416

1938/39 Austin 10 or 12 required, must be clean and genuine mileage stated.—Wilsons, 16, Trinity Gdns., S.W.9. Brixton 4011. [0313

URGENTLY wanted, good condition Austin cars.—Brown's Garage, 3 minutes Loughton Tube Station, 199, High Rd., Loughton, Essex. Loughton 4119. [3755

URGENTLY required, all models Austin cars in really good condition.—Beardmore Service, Ltd., 26, Queensway, Hyde Park, London, W.2. Bayswater 0136-7-8 [1039

Austin Spares and Service

NORMAND, Ltd.

SKILLED staff and modern equipment ensures good service.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0223

C. G. NORMAN & Co.

AUTHORIZED Austin dealers.

SPARE parts and components in stock.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-4

THE CAR MART, Ltd.

LONDON distributors, spare parts for all models cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500 and at 16, Uxbridge Rd., Ealing, W.5. Ealing 6717. [0160

FOR Austin mudguards, running boards, 1931-39.—Brooks, 85, Queens Rd., Brighton. [0382

NEW gears suitable 1936-39 10, gear box; trade supplied.—10, Winchester Mews, N.W.3. Primrose 2647. [0198

S. G. SMITH MOTORS, Ltd. for Austin spares and service.—13/19, East Dulwich Rd., S.E.22. New Cross 4444. [8052

BROCKHURST GARAGE.—Harrow agents for Austin; sales service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0203

AUSTIN 7 spares, any year, any part, largest stockists in U.K.; exchange units.—Try Northwood's first, 45-47, Newington Causeway, S.E.1. Hop. 2832, 2820. [0729

Austin Spares and Service

AUSTIN 7 owners.—Take advantage of our comprehensive stock of spare parts and replacement units; price list on application.—Fairley's, Austin Seven specialists, John St., Sheffield. 2. Tel. 22876. [0285

AUSTIN spares.—Largest stockists in South London for Austin car and commercial vehicle parts; new and replacement units from stock; free delivery many areas.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0123. [0414

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock; repairs and service to Austins exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0184

BENTLEY (3½ & 4¼-litre)

HROWEN, Ltd.,

LONDON'S leading retailers of Bentley and Rolls-Royce cars, offer the following from their carefully selected stock:—

1948 Bentley Mark VI standard saloon by Bentley Motors. Ref. H.3668.

1938 Bentley 4¼-litre 4-door sports saloon by Park Ward. Ref. H.3301.

1936 Bentley 4¼-litre drop head coupe by James Young. Ref. H.3395.

1935 Bentley 3½-litre 4-door fixed head saloon by Thrupp & Maberly. Ref. H.3742.

1935 Bentley 3½-litre sports saloon by Park Ward. Ref. H.3391.

ALL the above cars are in superlative condition; all carry our unique six months' guarantee; full particulars on enquiry, quoting make, hp and reference number, to:—

H. R. OWEN, Ltd.,

PROUD members of the Swain Group,

17, Berkeley St., London, W.1. Mayfair 2933 (6 lines).

ROLLS-ROYCE and Bentley repairs carried out with promptitude and efficiency at the Service Depot of H. R. Owen, Ltd., at Swain Corner, North Circular Rd., Brent Cross, Hendon, N.W.4. Tel. Speedwell 1196-7.

HHOFFMANN'S, of Halifax,

MEANS cars of distinction.

1947 Bentley Mark VI standard saloon by Bentley Motors. Ref. H.4008.

1936 Bentley 4¼-litre sports saloon by Barker. Ref. H.3741.

1935 Bentley 3½-litre sports saloon by A. Mulliner. Ref. H.3035.

ALL the above cars are in superlative condition; all carry our unique six months' guarantee; full particulars on enquiry, quoting make, hp and reference number, to:—

HOFFMANN'S, of Halifax,

PROUD members of the Swain Group,

OPEN 8 a.m. to 7 p.m. (week-days).

HOFFMANN'S GARAGE, Ltd., Huddersfield Rd., Halifax, Yorkshire. Tel. Halifax 5944 (10 lines). [3665

CMT

CAR MART, Ltd.

1948 Bentley Mark VI steel saloon, 9,000 miles; £3,750.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [3998

MEMANN EGERTON & Co., Ltd., offer:—

BENTLEY Mark VI steel saloon (July, 1947), black with grey leather upholstery, mileage 12,300, one owner, immaculate condition throughout.

BENTLEY 4¼-litre (overdrive) 1939, black with blue leather upholstery; many extras including Ace Super discs, spare wheel cover, press button radio, tailored loose covers, etc.

14, Berkeley St., W.1. Regent 2073. [3794

RIPPON.

RIPPON.

RIPPON BROS., Ltd.,

NORTHERN Bentley Specialists.

1947 Mark VI standard salpon, metallic grey with grey leather.

1939 4¼-litre with overdrive, fitted special 4-door sports saloon by Rippon.

1937 4½-litre with 4-door sports saloon by Park Ward.

1936 4¼-litre fitted with 4-door sports saloon by Rippon.

1934 3½-litre 4-door sports saloon.

FOR further particulars contact the largest Bentley Distributors.

RIPPON BROS., Ltd. Huddersfield 6340 (5 lines). [0906

ACLAND & TABOR, Ltd., offer:—

1934 Bentley Park Ward saloon, low mileage, new condition throughout; £850.

APPLY North Road Garage, Welwyn. Tel. Welwyn 481. [3696

LARGE stock of 3½-4¼ Bentley cars for disposal.

H. R. OWEN, Ltd., 17, Berkeley St., W.1. Mayfair 2933 (6 lines). [0096

1935 (Dec.) delivery 3½-litre Bentley, with 2-door 4-seater sedanca saloon by Hooper, completely overhauled by Bentleys.

PADDON BROS., Ltd., 60, Cheval Place, South Kensington, London, S.W.7 (Ken. 9477-8). [3439

1939 4½ Bentley overdrive, semi-razor edge saloon, Thrupp and Maberly, low mileage, faultless condition; £2,550.—Crawley, Western 6012. [4147

BENTLEY (3½ & 4¼-litre)

JACK BARCLAY, LIMITED.

LARGEST Official Retailers of Rolls-Royce and Bentley; Stock List of used models on request to 12-13 St. George St., Hanover Sq. London, W.1. Tel. Mayfair 7444. [0067

JACK OLDING of Mayfair

OFFICIAL Rolls-Royce and Bentley retailers

OFFER:—

MARK VI Bentley standard saloon finished black with brown leather upholstery, moderate mileage; first registered April, 1948; £3,500.

MARK VI Bentley standard saloon finished grey with blue leather upholstery, moderate mileage; first registered June, 1947.

4¼-litre Bentley with overdrive razor-edged sports saloon by H. J. Mulliner, finished black with blue leather upholstery; first registered 1939.

AUDLEY HOUSE,

NORTH Audley Street, W.1. Mayfair 5242. [3820

HAROLD RADFORD & Co., Ltd.,

INVITE you to call and inspect their unique selection of Bentley cars.

1937 (January) 4¼-litre Bentley, with special sports saloon by Park Ward, black with green upholstery, speedometer reading 51,000, chassis No. B 28 JD, in first-class condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines).

1948 Bentley Mark VI utility 5-seater; £2,950; also

1947 Bentley Mark VI Park Ward saloon, polychromatic grey; £3,200.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [3962

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-5), officially appointed Bentley retailers and repairers; reliable used cars in stock. [3862

1935 3½ Bentley three-position Sedanca coupe, Thrupp and Maberly, excellent history, beautiful condition; £1,295.—Crawley, Western 6015. [4148

NEW and second-hand Bentley cars on exhibition at Hooper & Co. (Coachbuilders), Ltd., 54, St. James's St., S.W.1. Official retailers for Rolls-Royce and Bentley cars. [0904

1949 Bentley Mark VI, brand new, standard steel saloon, black, works mileage only; best offer secures.—Want, 25, Devonshire Rd., Davenport Park, Stockport, Cheshire. [4217

FOR sale, Bentley Mark VI with James Young sports saloon body, colour grey, new June, 1947; mileage under 20,000; in perfect condition; cash offers invited; inspection and trial any time.—Thos. Lumb & Co., Ltd., Victoria Mills, Skipton. Tel. 192. [2819

1948 Bentley Mk. VI 2-door semi-razor edged saloon by Freestone and Webb, finished in black with blue hide upholstery, one careful owner only, absolutely perfect and immaculate and complete with all latest modifications.—Brayshaw & Carr, Ltd. Hannam Court, Charles St., Leicester. Tel. 60432. [6243

BENTLEY (other than 3½ & 4¼-litre)

SCUDDER & WALL, offer:—

£200.—Red Label Bentley 3-litre 1925, very attractive 2-seater body with dickey, cycle type wings, excellent mechanical condition throughout, an example of a much-sought-after conveyance.

PART exchanges welcomed.—33, Marylebone Lane, Wigmore St., London, W.1. Welbeck 8065. [4062

PERFORMANCE CARS, of 21, Daleham Mews, N.W.3 (Hampstead 8707). See under sports cars. [4257

6½-litre Bentley streamline sports saloon, first registered 1936, as new, exchanges; £750.—Moreton Garages, 61, Albert Embankment, S.E.11. Reliance 4016. [2517

BENTLEY 3-litre Red Label, fitted with very attractive new sports 4-seater body, re-registered 1947, whole car in superb condition; £165, quick sale. Tel. Nottingham 45468. [4172

BENTLEY 4-litre 4-door close-coupled saloon, first registered August 1937, in nice condition throughout; £350.—Lancaster Motors, 59, Lancaster Mews, Lancaster Gate, W.2. Amb. 5127. [4291

Bentley Cars Wanted

SOUR demand is urgent.

OWNERS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies, London offices, H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 2933. Head Office, Hoffmanns Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0515

CM

THE CART MART, Ltd., wish to purchase Bentley cars.—320, Euston Rd., N.W.1. Euston 1212. [0958

1935/36 Bentley coupe or sports saloon, wanted urgently.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [4312

PRE-WAR Rolls-Bentley, in good condition required by private buyer.—Box 2796. [3471

ADVERTISER offers £2,000 and 1948 Allard saloon for 1947-48 Bentley Mk VI saloon.—Box 2792. [3428

ROWLAND SMITH'S, the Bentley buyers.—Hampstead High St. (Hampstead Tube) Ham 6041. [0927

MODERN 3½-4½ urgently required mechanically sound, details and cost please. Priest, 2, Providence Court, W.1. [2889

URGENTLY required, good 3½-litre or 4¼-litre pre-war Bentley.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [3981

Bentley Cars Wanted

BARTLETT is most anxious to purchase good condition 3½ and 4¼ Bentleys.—27a, Pembridge Villas, W.11. Bayswater 0525. [5093

WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [7458

BROOKLANDS OF BOND STREET, Ltd., have new and used cars in stock, and are always interested to have details of any Bentley cars for disposal.—Mayfair 8351/6. [0328

J. F. CRAWLEY want 1938/39 4¼ Bentley drop head foursome coupe, in absolutely first-class condition; other models considered.—48, Kensington Court, W.8. Western 6015. [4153

RIPPON BROS., Ltd., the Northern Bentley specialists, special retailers and repairers, wish to buy small mileage Mark VI Bentleys.—Huddersfield 6340 (5 lines). [0907

JACK OLDING, Ltd., 8-10, North Audley St., W.1, official Bentley and Rolls-Royce retailers, are interested in the purchase of Bentley cars in first-class condition. Mayfair 5242. [0813

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service, works & stores. —12, Wellesley Ave., W.6. Riv. 1413. [8363

Bentley Spares and Service

JACK BARCLAY, Ltd.,

LARGEST official retailers and repairers of Bentley cars, servicing or complete overhauls, mechanical or coachwork. Large stocks of spares for all types.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0624

W. M. COUPER, Ltd., Catherine St., St. Albans 4345.

SPARES and service.—The only officially appointed Bentley special retailers and repairers in the county of Hertfordshire. [0622

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers.

SHOWROOMS.—18, Berkeley St., W.1. May. 6266.

SSPARE parts.

SERVICE.—12, Wellesley Ave., W.6. Riv. 1413. [8367

B.M.W. Cars Wanted

CASH immediately for good B.M.W.—H. F. Edwards, 28, Upper High St., Epsom 9400. [5989

JOHN S. TRUSCOTT, Ltd., urgently require first-class B.M.W.s.—173, Westbourne Grove, W.11. Bays. 4274. [3925

GENTLEMAN offers reasonable price for good specimen of 2/4-str. drop head B.M.W. Type 329; full particulars.—Box 2981. [4320

BRISTOL

A.F.N., Ltd.

JOINT distributors for London, Home and Eastern Counties; also Berkshire, Bedfordshire and Buckinghamshire.

WE have the widest range of Bristol standard and specialised models ever shown, including standard and sports saloons on 400 and 401 chassis and convertible body styles.

WE always have a selection of guaranteed cars in stock.

FALCON Works, London Rd., Isleworth. Hounslow 0011. [3085

UM Ltd.

UNIVERSITY MOTORS, Ltd., Joint Distributors, London, Home and Eastern Counties; also Berks, Beds and Bucks.

UNIVERSITY MOTORS, Ltd., Stratton House, 80, Piccadilly, W.1. Gro. 4141. [0168

ACLAND & TABOR, Ltd., offer:—

1949 Bristol saloon, type 400 speedo 7,000 miles, radio and heater, as new; £2,225.

APPLY North Road Garage, Welwyn. Tel Welwyn 481. [3697

KEVILL, DAVIES & MARCH Ltd.,

OFFICIAL Bristol retailers,

41—42, Hay's Mews, Berkeley Sq., W.1. Gros. 2563. [0296

KEVILL-DAVIES & MARCH, Ltd., offer:—

1948 Bristol saloon 400/85A, maroon, radio, heater, owner taking delivery of Bristol 401.

1948 Bristol saloon 400/85A, black, radio, heater, owner taken delivery of Bristol 401.

1948 Bristol saloon 400/85A, grey, radio, heater, one owner.

41-42 Hay's Mews, Berkeley Square, W.1. Grosvenor 2563. [3659

GUY SALMON AUTOMOBILES offer:—

1948 Bristol 400 saloon, low mileage, black, beige leather, immaculate condition; £1,895.—Portsmouth Rd., Thames Ditton, Emberbrook 4343. [8899

BRISTOL, all models including type 401 4-5-seater on view, used models available; the advantages of dealing with leading distributors will be obvious.

ANTHONY CROOK MOTORS, Town End, Caterham Hill, Surrey. Tel. 466. [1839

CHARLES CRUICKSHANK MOTORS, The Centre, Bristol. Tel. 25280.—Distributors in the West for Bristol cars. Details and catalogues on request. [0490

SCOTLAND and Northern England.—Consult the enthusiasts. All models on view now. Demonstration cars available.—James H. Galt, Ltd., The Distributors, 52, Woodlands Rd., Glasgow, C.3. 'Phone Douglas 7598. [0549

Bristol Cars Wanted

A.F.N., Ltd., will purchase Bristol Type 400 saloons.—Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011. [4613

BROOKLANDS OF BOND STREET, Ltd., have new and used cars in stock, and are always interested to have details of any Bristol cars for disposal.—Mayfair 8351-6. [0330

Bristol Spares and Service

JAMES H. GALT, Ltd., Bristol distributors for Scotland and Northern England.—Works: 71-73, Dobbies Loan, Glasgow, C.4. Tel. Douglas 0638. [0458

British Salmson Spares and Service

COMPLETE overhauls, repairs, service and spares for British Salmson cars.—Raynes Park London, S.W.20. Tel. Wimbledon 0185. [0245

B.S.A.

SPORTS 2-seater B.S.A. Scout, 1938 model, in almost new condition, finished black with silver wheels; £235.

WADCOL MOTORS, 150, West End Lane, N.W.6. Hampstead 1177. [3598

1939 B.S.A. drop head 2-seater 10hp; £275.—Montroe Motors, 91, Epping New Rd., Buckhurst Hill. Buc. 5175. [4265

1938 B.S.A. 10 sports coupe, one owner, guaranteed; £255, payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [4239

R. S. CURRIE & Co., Ltd., offer 1940 B.S.A. Scout 10hp open 4-seater, black, red leather, excellent condition; £335.—105, Westbourne Grove, Bayswater, W.2. Bayswater 0085. [3369

£59 deposit or £169 cash.—1936 model B.S.A. 9hp sports 2-seater, black with brown leather, good condition throughout, attractive car; open 9-8 week-days.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [3761

B.S.A. Cars Wanted

ROWLAND SMITH'S, the B.S.A. buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [0928

RAYMOND WAY, the hire-purchase specialists, are still buying B.S.A.s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3135

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7753. [0144

BUGATTI

H.W. MOTORS, Ltd., offer:—

BUGATTI type 57 sports saloon, beautiful car, finished in two shades of blue, in outstanding condition. Ace discs, valanced rear wheels, exceptionally smooth engine; 650gns.

H.W. MOTORS, Ltd. Walton-Thames 785 and 1437. [3806

CHIPSTEAD MOTORS, Ltd.—See under Sports Cars column advert. No. 3826. [3832

TYPE 35, 2-seater, good engine, tyres and brakes, fitted battery, lights and dynamo; licenced year.—Carmichael, Stinchcombe Manor, Dursley, Glos. [3642

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, 55, Netherwood St., N.W.6. Maida Vale 1331. [0071

BUICK

CAR MART, Ltd.

1938 Buick Viceroy saloon, 25,000 miles; £650.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [3999

DICKS CAR SALES offer:—

1938 Buick 30hp saloon, very fine order; £450.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [4236

1939 Buick Viceroy saloon.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [1351

ACLAND & TABOR, Ltd., offer:—

1939 Buick Century saloon, grey, brown leather, nominal mileage, fitted radio; £650.

APPLY North Road Garage, Welwyn. Tel Welwyn 481. [3698

JOE THOMPSON (MOTORS), Ltd. offers:—

1947 Buick 51 super saloon, colour blue, l.h.d., 23,000 miles, grey cloth upholstery, fitted with heater.

1947 Buick 51 super saloon, colour black, r.h.d., 9,000 miles, grey cloth upholstery, fitted radio and heater.

1947 Buick 51 super saloon, colour black, l.h.d., low mileage, grey cloth upholstery, fitted with radio and heater.

1947 Buick 51 super saloon, colour black, r.h.d., low mileage, grey cloth upholstery, fitted radio and heater.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [3133

1948 Buick 51 saloon, absolutely faultless, L.H. drive; £2,150.—Crawley, Western 6015. [4149

BUICK 1936 30hp, black, recently overhauled throughout, a clean car.—Wright's Motors, Rickmansworth 2214. [3549

BUICK '38, 38hp, glass divn. black limousine; must sell, new car deld.—Beha, 197, Wardour St., W.1. Gerrard 9421. [4375

1947 Buick model 51, 16,000 miles, covers, beautiful condition, L.H. drive; £1,850.—Crawley, Western 6015. [4151

1934-37 Buick 7-seater limousines from £500.—Lawton-Goodman, 36, North Audley St., W.1. Mayfair 3360. [7249

1947 Buick saloon, Type 71, 17,000 miles; £2,200.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [2868

BUICK drop head coupe 1938 model, all original coachwork, immaculate; price £525.—Elm Garage, Elm Grove, Wimbledon. Tel. Wim. 0472. [3532

£295!!!—Outstanding bargain; Buick 30hp 6-seater touring saloon, 1936-7, clean, sound car, nice leather upholstery, outstanding mechanically.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. [4288

1937 Buick limousine, black, brown leather throughout, seat 6 inside, immaculate.—R. C. Mortlake, 253, Kensal Rd., London, W.10. Ladbroke 3155. [5411

1939 Buick Albemarle drop head foursome coupe, extremely good condition, outright sale or exchange smaller car.—"Greenways," Lockerley, Nr. Romsey. Tel. Lockerley 312. [3672

1935 Buick 36hp limousine, fitted with wind-down division and face-forward occasionals, superb mechanical condition and in nice order throughout, ideal hire car; £350.—Clayton's Cars (London), Ltd., 421, High Rd., Finchley, N.12. Tel. Finchley 6221 (3 lines). [3363

BUICK

MAKIN & HARRISON, Ltd.—1939 Buick 31hp saloon, leather upholstery, sunshine roof, 36,000 miles, immaculate, original condition, £575; 3 months' guarantee; terms, exchanges.—492/6, Chiswick High Rd., W.4. Chiswick 0558.

LIMOUSINE. Viscountess sole owner since new 1936, 55,000 miles, Marshall head and pass light, 2 spares, black and chrome, whole car in superb condition, unrepeatable bargain at £675.—Economy Car Service, Rickmansworth. Tel. 3326. [4208

495 gns.—Buick 8 (July, 1937) 30hp Albemarle 5-seater convertible coupe, light tan and chocolate, fawn leather, built-in radio, 2 spare wheels, very carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4078

LIMOUSINE, 1939, partitioned, 7-forward, black, 31,000, unquestionable condition, radio, privately owned. £1085. Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [3891

Buick Cars Wanted

HIGH-CLASS low mileage modern American cars urgently required; immediate payment and inspection.—ROY GALWAY, Ltd., 21, Farm St. London, W.1. Tel. Gros. 4747. [0747

CASH immediately for good Buick.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [3971

7-SEATERS private Limousines required, cash waiting. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [2885

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms, Buick House, Albemarle St., London, W.1 Regent 7121 [0304

Buick Spares and Service

BUICK reconditioned rear axle assemblies on exchange plan, NA and DA series; immediate delivery.—TRIANON, Aerodrome Rd., Watford Way, London, N.W.4. [0188

CROWN wheels and pinions for all Buick models, state ratio.—Barlow & Chidlaw, Ltd., Pendleton, Manchester. [2669

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141

CADILLAC

1938 Cadillac Series 75 Imperial limousine, 9,000 miles, as new; £1,495.—GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [3963

1939 Cadillac limousine, late property King of ——; superb and faultless condition.—GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [1353

Cadillac Cars Wanted

HIGH-CLASS low mileage modern American cars urgently required; immediate payment and inspection.—ROY GALWAY, Ltd., 21, Farm St. London, W.1. Tel. Gros. 4747. [0748

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., London, W 1. Regent 7121. [0004

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012

CHEVROLET

PHILIP RICKARDS, Ltd., offer:—

1948 Chevrolet saloon, black, mileage 11,626, perfect.—4, Brick St., Park Lane, London, W.1. Gro. 4772/3. [3915

1936 Chevrolet 30hp fixed head coupe, beautifully kept; £250.—H. SOLOMON & SONS, High St., Camberley. Tel. 34. (Established over 40 years.) [3844

1949 Chevrolet saloon, under 3,000 miles, truthfully as new, L.H. drive; £1,975.—Crawley, Western 6015. [4150

1946 Chevrolet 2-door l.h.d. saloon, exceptional condition; £875.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [5207

CENTRAL GARAGE, Croydon, offer: First registered 1949 Chevrolet saloon, black, fawn upholstery, £10 tax; £795.—Central Garage. Tel. Croydon 7464. [7579

1941 (regd. 1947) Chevrolet 2-dr. saloon, l.h. drive, radio and heater, £10 tax.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [3726

1948 Chevrolet 2-door fixed head coupe, radio, heater, covers, etc., small mileage, beautiful condition; £1,475.—Sidney Marcus, Ltd., 53, Sloane St., S.W.1. Tel. Sloane 3577-6970. [8518

Chevrolet Cars Wanted

HIGH-CLASS low mileage modern American cars urgently required; immediate payment and inspection.—ROY GALWAY, Ltd., 21, Farm St. London, W.1. Tel. Gros. 4747. [0749

DISTRIBUTORS for London and Home Counties requires good Chevrolet cars.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [3721

Chevrolet Spares and Service

CHEVROLET spares and repairs, for private vehicles only; distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [3727

CHRYSLER

1938 (October) Chrysler 24hp saloon, 1 owner, 34,000 miles only, practically as new in every respect; £565.—Clayton's Cars (London), Ltd., 421, High Rd., Finchley, N.12. Tel. Finchley 6221 (3 lines). [3562

1949 reg. Chrysler Plymouth, exceptional condition interior and exterior, as new, tyres new, colour Cambridge blue and grey, fitted heater; £1,150.—Simpsons Motors (American car specialists). Wembley 3903. [1406

1947 (Nov.) Chrysler Plymouth 4-door saloon, L.H.D., taxed year, mileage 11,000, nylon loose covers, colour grey, push button radio, spare wheel unused, whole car immaculate; £1,390.—Simm, 19, Bennett Rd., Higher Crumpsall, Manchester, 8. [3455

8-passenger 1939 Royal 28hp Saloon, forward occasionals, leather throughout, genuine 9,000, black, unquestionable condition. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [3892

Chrysler Cars Wanted

ROWLAND SMITH'S, the Chrysler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0929

HIGH-CLASS low mileage modern American cars urgently required; immediate payment and inspection.—ROY GALWAY, Ltd., 21, Farm St. London, W.1. Tel. Gros. 4747. [0752

7-SEATERS 1937/38/39 Royal-Wimbledon-Dodge privately owned Limousines required. Alpe. Providence Court, Grosvenor Square. Mayfair-2941. [2890

Chrysler Spares and Service

CHRYSLER spare parts and engines for all models from stock.—Carmo, St. John's Wood Roundabout, N.W.8. Pri 0141. [0018

CHRYSLER specialised service; large stocks of spares; prompt attention.—Premier Motors, Somers St., Leeds, 1. Tel. 23137. [0564

CHRYSLER Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd. London, S.W.12 Tel. Balham 2234. [0361

CITROEN

ALL CITROEN SERVICE AT F.S. MOTORS, Ltd., KINGSTON BY-PASS ROAD, ESHER FOR SALES and Service. PHONE: Emberbrook 3000. DISTRIBUTORS OF CITROEN CARS. [0175

DICKS CAR SALES offer:—

1939/40 Citroen 15hp saloon, very fine order, carefully used; £450.—DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [4240

ACE SERVICE STATION (LONDON), Ltd.

1946 Citroen Light 15 saloon, black/brown hide, one careful owner, maintained by ourselves; £650.—NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [8308

H. W. MOTORS, Ltd., the Citroen specialists, offer:—

1946 saloon de luxe, Light 15, black, red upholstery, mechanically faultless, brakes relined, cellulose, trimming, etc., practically unmarked; £695.

1947 saloon de luxe, Light 15, grey, red upholstery excellent order throughout; £750.

WE especially welcome all owners and prospective owners of Citroen cars and our very considerable service facilities are at their disposal.—H. W. MOTORS, Ltd., Walton-on-Thames 783 and 1437. [9815

WOKING MOTORS (MAYBURY HILL), Ltd., Woking 1928, offer:—

£725.—1947 Citroen saloon, silver with beige leather upholstery, sprung steering wheel, just checked over by Citroen works.—Below.

£650.—1946 Citroen saloon, black, with beige leather upholstery, sprung steering wheel, sun roof, nearly new tyres. [8906

£215!!!—1939 Citroen Light 15 saloon, certain repairs necessary; trade enquiries only please.—CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. [4289

1947 (June) Citroen, faultless throughout; £745.—Bruce France, 8A, Cromwell Mews, South Kensington. Fla. 0513. [3651

1938 12hp Citroen, two owners only, excellent running condition, recent overhaul; £350, or near offer.—Reply Box 2842. [3533

1946 (April) Citroen, black, maroon leather, sun roof, Fram, one owner, superb condition throughout, £665; another, £685. Also:—

1948 (August) Citroen, maroon, red leather, one owner unusually well maintained, small mileage; £875. Also:—

1949 (Dec., 1948) Citroen, green, fawn hide, 9,000 miles, like new throughout; £935; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bays. 4274. [3921

£495.—1939/40 Citroen 12hp saloon, at first glance could easily be mistaken for post-war model, very clean maroon cellulose with hide interior, roof lining, mats, and all interior accessories in spotless order, mechanically in most outstanding condition, having been extensively overhauled recently, bills available for work; write, call or 'phone.—CAMDEN MOTORS, Lake St., Leighton Buzzard. Tel. 2381 and 3115. [4284

Citroen Cars Wanted

C. G. NORMAN & Co.

CITROEN distributors for the County of London.

BUYERS of low-mileage Citroen cars.—46-52, Vauxhall Bridge Rd., London S.W.1. Victoria 7611-6

ROWLAND SMITH'S, the Citroen buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041. [0930

H. W. MOTORS, Ltd., always require first-class Citroens. Tel. Walton-on-Thames 783 and 1437. [4863

ANY model Citroen purchased for cash.—Victor Horsman, Ltd., 79, Renshaw St., Liverpool. Tel. Royal 5861. [2439

JOHN S. TRUSCOTT, Ltd., urgently require first-class Citroens.—173, Westbourne Grove, W.11. Bays. 4274. [3923

ACE SERVICE STATION (LONDON), Ltd., purchase for cash all Citroen cars.—North Circular Rd., Stonebridge Park N.W.10. Elgar 5585 (5 lines). [6774

Citroen Spares and Service

SOUTH of the Thames.

BALES of Croydon.—Distributors and specialists for over 25 years. Tel. Croydon 3131-2. [0187

BRING your used cars to the Citroen specialists; we will recondition as new.

THE HEADINGLEY MOTOR & ENG. Co., Ltd., 8, Otley Rd., Leeds. Tel. 52627-8. Grams. Trubie.

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4863.—Citroen spares, reconditioned drive trains, 48-hr service. [7923

CITROEN specialists, breakdown service, exchange gear box fitted 24 hours.—Lorraine Garage, 29/30, Elvaston Mews, S. Kensington, S.W.7. Western 6974. [4370

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage Ltd., Bexleyheath 725. [0746

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Box 2284), specialists on Citroen body repairs and mechanical overhauls; swivel joints reconditioned 48-hr.; all spares stocked. [2668

DAIMLER

CAR MART, Ltd.

1948 Daimler 2½-litre saloon, radio, heater, 10,000 miles; £1,395.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [4000

TOM GARNER, Ltd., offer:—

1948 Daimler foursome drop head coupe, grey with red leather, Radiomobile, heater and many extras; 2,500 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [3598

STRATSTONE, Ltd., the Daimler Specialists.

DAIMLER 36hp Straight 8 touring saloon (1948) by Hooper, blue with blue leather, dropping division, radio and heater, chrome discs, as new; £3,500.

DAIMLER 2½-litre saloon (1946), grey with blue leather, most attractive appearance; £1,525.

DAIMLER 4½-litre touring limousine by James Young, black with cloth to rear, registered Feb., 1950 (£10 tax per annum), a most outstanding car, in excellent condition throughout; £1,250.

DAIMLER 4½-litre limousine by Hooper (1937), black with green leather throughout, condition equal to new; £1,050.

DAIMLER E.L.24hp limousine (1938), black with cloth to rear, well maintained; £850.

DAIMLER 26hp limousine (1934), black with cloth to rear, condition equal to new throughout; £875.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404). Service: 7, Herbrand St., Russell Square, W.C.1 (Terminus 7464). [3662

GUY SALMON AUTOMOBILES, Ltd., offer:—

1937 Daimler 32hp Straight Eight 7-passenger limousine, face forward occasionals seating 3, just completely stripped out and overhauled at a cost of £500 including new engine, recellulosed, re-upholstered, rechromed, etc., etc.; £1,150 or near offer.—Portsmouth Rd., Thames Ditton. Emberbrook 4343. [2605

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd.,

OFFER the following:—

1948 (Sept.) 2½-litre Daimler saloon, 10,000 miles, blue with blue leather, any trial.—47, Sloane St., S.W.1. Tel. Sloane 9288. [2321

1939 2½-litre Daimler saloon, black with red leather, excellent condition throughout.

1936 4½-litre Daimler limousine by Hooper, 14,000 miles, as new.

LANCEFIELD COACHWORKS, Wrenfield Place, Herries St., W.10. Ladbroke 2951-4. [3657

1937 Mulliner 2-door saloon 15hp 25 m.p.g., black, sliding roof, extra new cover; near offer £425.—Byfleet 3255. [4142

1936 Daimler 25hp 7-seater limousine by Mulliner, colour dark blue and black, in exceptional condition; £525.

MICHAEL MOTORS, Ltd., 330, Norbury Ave., S.W.16. Tel. Pollards 6098. [4199

CENTRAL GARAGE, Croydon, offer: 1938 Daimler 2-litre saloon, black, red leather; £650.—Central Garage. Tel. Croydon 7464. [6928

1937/8 Daimler 2½-litre saloon, £395, black, easy-clean wheels, very nice car.—Cranmore. Tel. 2040 Potters Bar. [1301

1936 (November) 17hp Daimler saloon, finished blue; £425.—Jack Olding, Ltd., North Audley St., W.1. Mayfair 5242. [3824

1938 Straight Eight limousine, F. chassis, suitable for hearse; £485.—J. B. Taneborne, 30, Wilton Row, S.W.1. Sloane 4665. [3224

1938/9 E.L. 24 Daimler limousines, indistinguishable from new.—J. B. Taneborne, 30, Wilton Row, London, S.W.1. Sloane 4665. [1805

DAIMLER 1947 2½-litre Oxford blue saloon; one owner, regular maker's maintenance; splendid condition throughout; £1,300; inspection London by appointment.—Box 2843. [3535

1938 Daimler E.L. Series 7-seater limousine, black, upholstered blue leather throughout, one private owner; £850.—R. C. Mortlake, 253, Kensal Rd., London, W.10. Ladbroke 3155 [1878

£195.—1935-4 Daimler 25hp 7-pass. limousine, one owner since new, perfect.—Great Western Motors Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [3878

225 gns.—Daimler 15 1935 foursome coupe, maroon and black, sliding head, brown leather, preselector, spare tyre unworn, very good condition, taxed, terms, exchanges.—Rowland Smith, below.

195 gns.—Daimler 15 (Oct., 1934) de luxe 4-door saloon, black, sliding head, brown leather, preselector, good tyres, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4079

DAIMLER 2½-litre saloon, reg. June, 1948, private owner, green with green leather, heater and Radiomobile, maintained in perfect order, and is as new; £1,475.—Tel. Cambridge 4066. 3473 after 6 p.m. [4365

DAIMLER 2½-litre 4-door saloon, reg. Aug. 1948 finished navy blue, blue leather upholstery, small mileage, one owner, cost nearly £2,000; offered at £1,595 by Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [3938

DAIMLER

TANKARD & SMITH, Ltd., offer 1936 Daimler 15 saloon, in black with green leather, one private owner since new, who has kept the car in first-class condition regardless of cost, £375; also 1935 model in black with silver grey leather, condition well above average for year, any trial, £275, three months' written guarantee; also 200 guaranteed used cars of all makes.—196, Kings Rd., S.W.3. Tel. Flaxman 4801/2/3. [3606

1939 2½-litre Daimler sportsman's saloon, laid up 6½ years, every refinement including automatic lubricating system, built-in jacks, telescopic steering wheel, oilcoil, walnut interior panelling, cigar lighter, etc., engine, fluid flywheel, chassis etc., have been overhauled to ensure car is in first rate condition; at £725 it is a far better buy than any post war one at similar price; any trial; seen London by appointment.—Houle, Roxburgh Hotel, Margate. Tel. 455. [4162

£785 Straight Eight partitioned black Limousine, bench forward occasionals, desirable condition, exceptional carriage.—Below.

LIMOUSINE 1938/8-cyl-32hp, Hooper, partition, 7-forward, black, delightful condition, genuine 12,000. Seen:—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [3893

Daimler Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Daimler cars.—150, Park Lane, W.1. Grosvenor 3434. [0959

CASH immediately for good Daimler.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [3972

ROWLAND SMITH'S, the Daimler buyers.—Hampstead High St (Hampstead Tube). Ham. 6041. [0932

LIMOUSINE Modern 24hp-32hp required. Details please:—Alpe & Saunders Providence Court, Grosvenor Square. Mayfair-2941. [2891

URGENTLY wanted for client, low mileage Daimler 2½-litre saloon.—S. Morris, & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 3075-6. [1944

Daimler Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0236

DAIMLER and Lanchester spares.—Large stock of spares for most models; specialists in spares unit, gaskets, etc., for the Daimler sleeve valve series.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 4874

DELAGE

£175.—1932 Delage D/8 30hp fixed head coupe, finished in black with chrome fittings, a bargain.—25, Church Road, Woolton, Liverpool. [3565

Delage Spares and Service

SELBORNE (MAYFAIR), Ltd.

RAPID repairs and parts for Delage.

SOLE concessionaires for Great Britain, etc.

HEAD office: 82, Park St., W.1. [2406

WE buy, sell and repair Delages.—Marlborough Garage, Abbey Rd., St. John's Wood, N.W.8. Mal. 0267. [1099

UNIVERSITY MOTORS, Ltd., 7, Hertford St., London, W.1. Delage specialists; all facilities and prewar factory trained staff to carry out mechanical, electrical and coachwork repairs; large stocks of genuine spares.—Tel. Grosvenor 4141. [0501

DELAHAYE

CHIPSTEAD MOTORS, Ltd.—See under Sports Cars column advert. No. 3826. [3831

Delahaye Spares and Service

SELBORNE (MAYFAIR), Ltd. (incorporating Selborne Motors, Ltd., established 1926).

SOLE concessionaires for the famous Delahaye cars.

U.S.A. and other overseas enquiries invited.

HEAD office: Regional House, 82, Park St., W.1. [2407

D.K.W.

B. & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts at £30/10; sleeved cylinder blocks, £10/10; both items on exchange basis plus packing, etc.; repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42a, St. Michael's St., W.2. Paddington 6877 [0016

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction Bat. 0871 [0066

DODGE

1948 Dodge 4-dr. saloon, radio and heater, l.h. drive, 20,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [3711

1938 Dodge 26hp long chassis genuine 7-seater limousine, brown hide right through, coachwork black, tyres good, lovely runner; first reg. 1949, £10 tax; bargain, £550.—171, West St., Dunstable. Tel. 258. [4357

TANKARD & SMITH, Ltd., offer 1939 Dodge 26hp drop head roadster in black with brown leather, in original condition throughout, speedometer reading 40,000 miles which is believed quite genuine, hydraulically operated hood, good radio, spotlight and many other extras, beautifully appointed, wonderful performance, £525, three months' written guarantee also 200 guaranteed used cars of all makes.—196, Kings Rd., S.W.3. Tel. Flaxman 4801/2/3. [3605

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [0362

FIAT

£295.—1938 1100 pillarless saloon, new tyres, in excellent condition throughout.

BRIAN FINGLASS, Bugatti sales and service, 2, Pembridge Mews, Bayswater, W.11. Bayswater 3951. After 6, Tulse Hill 4755. [2447

1947 (September) Fiat 1100 pillarless four-door saloon; excellent condition throughout; only one of this species in the country.

A. FREEMAN, Ltd., Grosvenor Garage, 55, Burnage Lane, Manchester, 19. Tel. Rusholme 2874-5. [3574

FIAT

MERCURY offer:

1938 Fiat 1100 pillarless saloon, in exceptional condition, resprayed, rechromed, rebuilt mechanically, 75 m.p.h. and 30 m.p.g.; a gift at £265; terms, exchanges.—Mercury Motors, 383, Northolt Rd., S. Harrow. Byron 2057. [4189

1939 Fiat 500 cabriolet, just recellulosed cream and red, in splendid condition throughout, any trial; £275.—Wembley Court Motors, High Rd., Wembley. Tel. Arnold 5221. [4251

1938 Fiat 1100 pillarless saloon, sun roof, in good condition; £285.—Albemarle Motors, Ltd., Crown Garage, Albany St., (adj. Barracks), N.W.1. Tel. Euston 6507 and 1520. [3774

£85.—1932 Fiat 20 de luxe saloon, leather, perfect mech., immaculate; exchanges.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [3883

MAYFAIR GARAGES, Ltd., invite you to inspect at their this week's stock of 15 Fiats, all at this address; coupes, 4-seater saloons and vans, in all colour schemes, all with 3 months guarantee; below.

MAYFAIR GARAGES, Ltd.—If you cannot call, send for our descriptive list; Fiat sales and repairs.—Balderton Street, W.1 (opp. Selfridges clock). Mayfair 3104-5. [3695

FOX & NICHOLL, Ltd., have 1939 Fiat 500 models, two- and four-seaters; also 1100 drop head coupe; rebuilt 500 engines usually available; spares and service specialists.—Kingston By-Pass Rd. Derwent 1122. [0242

1948 registration Fiat 1500 with magnificent GHIA drop head coupe body in chocolate brown, chromium wheel discs, chromium fog and spot lamps, full 4/5-seater with ample luggage space, excellent performance, 80 mph with 30-33 mpg, a most imposing and economical car to run, taxed December; £950 (listed over £1,500 to-day).—Derrington, 159, London Rd., Kingston 5621-2. [4309

Fiat Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Fiat cars.—320, Euston Rd., N.W.1. Euston 1212. [0960

ROWLAND SMITH'S, the Fiat buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0933

CASH immediately for good Fiat.—H. F. Edwards, 28, Upper High St., Epsom 9400. [3985

MAYFAIR GARAGES, Ltd., Balderton St. (opposite Selfridges), W.1. Mayfair 3104. Particularly want 500s, 1100s and 1500s for cash. 'Phone or write for buyer to call. [7448

Fiat Spares and Service

FIAT 500cc spares, reconditioned engines, gear boxes, starters, dynamos, etc.; guaranteed repairs.—S. and S. Motors, 165a, Westbourne Grove, W.11. Bay. 1644. [0136

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. Grams: Fiat, Wembley. [0909

FIAT 500, 1100 and 1500, full range of spares, reconditioned engines, gear boxes, suspensions, dynamos, starters, radiators in exchange; spare wheel covers, luggage carriers, supercharger sets, Metric spanners; complete servicing all models.—Derrington, 159, London Rd., Kingston 5621-2. [5280

FORD (8 h.p.)

WHAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1949 Ford Anglia, 5,000 miles, colour black, excellent motor car; £550.

1947 Ford Anglia, colour black, one owner, very good motor car; £495.

1946 Ford Anglia; £455.

W. HAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [3797

DICKS CAR SALES offer:—

1939 Ford 8 saloon, excellent condition; £295.—Below.

1938 Ford 8 saloon, recent new engine; £255.—Below.

1936 Ford 8 saloon, bargain; £175.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [4232

PERRY'S of Harrow offer:—

EXCELLENT selection of rebuilt 8hp and 10hp saloons available for immediate use, all fully guaranteed. Tel. Harrow 1031/2.—W. Harold Perry, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0099

H. A. SAUNDERS, Ltd., offer:—

1948 Ford 8 Anglia saloon, 11,000 miles; £495.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [3743

DAGENHAM MOTORS, Ltd., Ford main dealers.

1949 Ford 8hp Anglia, beige, 5,000 miles, another 7,000 miles.

1948 Ford 8hp Anglia, black, 9,000 miles.

1947 Ford 8hp Anglia, black, 12,000 miles.

56, Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Mddx., Perivale 3388; and 8 & 12, Sangley Rd., Catford, S.E.6, Hither Green 4821. [4015

1940 Ford Anglia saloon, in very good condition; £325.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [4270

£165.—1936 Ford 8 de luxe saloon, clean condition, leather interior, good tyres.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [4297

1947 Ford 8 saloon; one owner; very clean; £435.—King's Motors, 1, High St., Hounslow. Tel. 3532. [4365

FORD (8 h.p.)

1938 Ford 8 saloon, green, all new tyres, very good chassis; 260gns cash or terms.

DOUGLAS CAR SALES, 24, Dorset Rd., West Green Rd., Tottenham, London, N.15. Stamford Hill 7352. [4195

1947 Ford 8 Anglia, black and red, spotless, £435.—Allery and Bernard, Ltd., 372 King's Rd., S.W.3. Fla. 7345. [3316

330 miles.—1949 Anglia.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [3712

1947 Ford Anglia; an exceptional car; £420.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [3862

FORD Anglia, November 1948, 11,000 miles, faultless condition; £485.—Pantiles Service Garage, London Rd., Guildford 5326. [1878

1938 (October) Ford 8hp saloon, black, reconditioned throughout; £265.—Haskins, 155, Ladbroke Grove, W.10. Ladbroke 1155. [3030

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1594-5.—1946/8 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [5367

1939 Ford 8 saloon, black, in excellent condition throughout, any trial; £275.—Wembley Court Motors, High Rd., Wembley. Tel. Arnold 5221. [4244

8hp saloon, 1949, black, brown upholstery, 6,000 miles only, one owner, unblemished; £545.—Recommended by H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [3939

MAKIN & HARRISON, Ltd.—1949 Ford 8 Anglia, black, 5,000 miles, unblemished, £520; 3 months' guarantee; terms, exchanges.—492/6, Chiswick High Rd., W.4. Chiswick 0558. [3208

195gns.—Ford 8 1936 saloon, black, very good condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4080

1937 Ford 8 saloon, dark green, 5 nearly new tyres, nearly new engine, new battery, attractive throughout; £220.—Odeon Motors, Ltd., Barnet, Herts. Tel. Barnet 4100 (private exch.). [3959

£129 only.—1935-6 Ford 8 saloon, black, one owner since 1939, reconditioned engine recently fitted, recommended; open 9-8 week-days.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [3596

£295.—1939 Ford 8hp saloon, with clean black cellulose and leather upholstery, fitted five almost brand new tyres, a particularly outstanding little runner, fully guaranteed in writing; choice of twelve other Ford 8s at prices as low as £145; write for 18-page stock list to

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Easy and confidential hire purchase facilities; part exchanges. [4279

Ford Eight Cars Wanted

GATEHOUSE MOTORS are regular buyers of good clean Ford 8 cars.

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [3777

POST-WAR Ford 8 required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0643

FORD 8 saloon, post-war.—Mac, 12, Brambledown Rd., Wallington, Surrey. Wallington 6397. [4185

ROWLAND SMITH'S, the Ford 8 buyers.—Hampstead High St (Hampstead Tube) Hampstead 6041. [0934

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford 8hp cars for cash.—56, Park Lane, London, W.1. Regent 4866. [0588

PETERSHAM GARAGE, Ltd., authorised Ford agents are the best for Ford 8 buyers.—Petersham Mews, S.W.7. West. 4106. [4221

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3134

FORD (10 h.p.)

WHAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1948 Ford Prefect, black, 5,000 miles, leather upholstery, taxed, half duty rate to end of year; £645.

1948 Ford Prefect, black, leather upholstery, 9,000 miles; £635.

1948 Ford Prefect, black, cloth upholstery, mileage 4,600; £625.

1948 Ford Prefect, black, cloth upholstery, 10,000 miles; £615.

W. HAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [3798

PERRY'S of Harrow offer:—

EXCELLENT selection of rebuilt 8hp and 10hp saloons available for immediate use, all fully guaranteed. Tel. Harrow 1031/2.—W. Harold Perry, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0100

C. & S. MOTORS, Neasden

1938 type Ford 10 4-door saloon, black with red leather upholstery, good condition throughout; £239 cash or £75 deposit; balance payable over 18 months; terms quickly arranged; open 9-8 week-days.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden, Gladstone 8605-6. [1604

DAGENHAM MOTORS, Ltd., Ford main dealers.

1949 Ford 10hp Prefect, new type, brown hide, 4,000 miles.

1949 Ford 10hp Prefect, beige, cloth upholstery, 6,000 miles.

1948 Ford 10hp Prefect, black, brown hide, 2,500 miles.

56, Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Mddx., Perivale 3388; and 8 & 12, Sangley Rd., Catford, S.E.6 Hither Green 4821. [4016

£325.—Ford Prefect sin 1939, really excellent appearance and faultless mechanically, choice of 2.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066/7. Open Mon. to Sat. 9-6 (50 yrds Holland Park Tube). [3596

1947 (July) black Prefect, small mileage, numerous accessories, truly magnificent condition; £525. Royal 7111. [1744

FORD (10 h.p.)

600 miles.—1949 Ford Prefect saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [3713

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1594-5.—1946-8 post-war Prefect saloons, low mileage, all guaranteed. [7592

1947 10hp Ford Prefect saloon, black, appearance as new, reasonable mileage: £495.—Croydon 3641, after 6 Croydon 1532. [3851

1947 Ford Prefect saloon, leather upholstery, low mileage, black; also 1939 Ford Prefect saloon, leather upholstery; recommended.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [9908

170 gns.—Ford 10 tourer, regd. Nov. 1936, leather, new screens, carpets, excellent condition, reason sale, new car.—Tel. Acorn 5981 (evening) Box 2955 [4315

295 gns.—1939 Ford 10 Prefect, excellent condition, any trial; choice of two.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds. Clapham South Tube). Batt. 3117. [4391

1947 Ford 10 Prefect, leather upholstery, in perfect condition and A.1 mechanical order throughout; £550.—Wembley Court Motors, High Rd., Wembley. Tel. Arnold 5221. [4253

1946 Ford Prefect saloon, low mileage.—Paramount Motors, 114, Tottenham Court Rd., W.1. Euston 7503, 2334, 3526. Works and Service Station, Mare St., Hackney, E.8. [4205

1949 Ford Prefect, beige, red leather, several extras, very low mileage, carefully maintained by Ford, absolutely as brand new; £697/10.—James Simpson (Sales). Ken. 3315. [3784

225 gns.—Ford 10 1938 (reg. Oct., 1939) saloon, black, red leather, one owner, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4081

DANIEL Ford 10hp special, professionally built, complete with Marshall supercharger, ideal trials or road vehicle, all-weather equipment, 7,000 miles only; offers.—Daniel, 18, Cofton Church Lane, Barnt Green, Worcs Hillside 1375. [4125

Ford Ten Cars Wanted

ROWLAND SMITH'S, the Ford 10 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0935

MARSTON MOTOR Co., Ltd., for your Ford 10. Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford 10hp cars for cash.—56, Park Lane, London, W.1. Regent 4866. [0156

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 10, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5660

FORD (V.8)

McKINNON MOTORS, Ltd., offer:—

1949 (Feb.) Ford V.8 Pilot saloon, black, brown leather, radio and heater, one owner, taxed Dec., 1,000 miles only; £1,050.

McKINNON'S, "Langham House," 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 3404. [3527

DAGENHAM MOTORS, Ltd., Ford main dealers.

1949 Ford American V.8 32.5hp 2-door saloon, grey, 2,700 miles, L.H.D.

1949 Ford V.8 Pilot saloon, green, beige hide, radio, 16,000 miles.

1948 Ford V.8 Pilot saloon, green, beige hide, 9,000 miles.

56 Park Lane, W.1, Regent 4866; 374, Ealing Rd., Alperton, Mddx., Perivale 3388; and 8 & 12, Sangley Rd., Catford, S.E.6, Hither Green 4821. [4017

FORD Pilot, '49, leather, black, heater, radio, 9,000 miles; £950 or near.—Hunt. Tel. Upper Warlingham 271. [4349

FORD V.8 1937 grey saloon, good condition, reconditioned engine 8,000, chauffeur kept; nearest offer £325.—Box 2980. [4344

1947 American Ford V.8 saloon, L.H. drive, radio, heater, 28,000 miles, faultless condition; £895.—Crawley. Weston 6015. [4145

1949 (Jan.) Ford V.8 Pilot saloon, finished green cloth upholstery, small mileage, excellent condition, licensed radio; £925.

F. H. PEACOCK, Ltd., 219-221, Balham High Rd., S.W.17. Balham 4401 [9833

FORD Pilot, March, 1949, 5,000 miles, hide upholstery, wireless, as new; £975.—Apply Verulam Motor Co., Ltd., London Rd., St. Albans. [4127

1948 (Dec.) Ford Pilot, blue, leather, radio, heater, combination secret switch, 11,000 miles; £925.—Campbell Symonds, Wembley 6262. [1277

LATE 1948 Ford Pilot saloon, 7,000 black leather, fitted radio, heater, etc.; £950, guaranteed.—Arthur E. Gould, Ltd., 290-2, Regent St., W.1 Langham 1594-5. [5252

1939 Ford V.8 22hp 4-door saloon, fawn with blue leather trim; privately owned, and in all-round immaculate condition; £299.—King's Motors, 1, High St., Hounslow. Tel 3532. [4366

1949 Series Ford Pilot saloon, black, brown leather upholstery, radio, heater, moderate mileage; £935.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 3075-6. [3141

£435.—1939-40 Ford V.8 30hp 91a, superb unmarked condition and new mechanically; terms, exchanges.—Great Western Motors Ltd. 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [3885

295 gns.—Ford V.8 1938 (reg. Oct., 1942) 22hp 4-door saloon, black, brown leather, good tyres, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4105

£150.—1937 Ford V.8 22hp 4-door saloon de luxe, 2 private owners only, excellent running order, leather interior and general condition above average, 4 new Goodyears, Notek spotlamp, etc., taxed and ready for immediate service without additional outlay, any examination; terms, exchanges.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [4050

Ford V.8 Cars Wanted

ROWLAND SMITH'S, the Ford V.8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0936

JOHN S. TRUSCOTT, Ltd., urgently require first-class Ford Pilots.—173, Westbourne Grove, W.11. Bays. 4274. [3926

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford V.8 cars for cash.—56, Park Lane, London, W.1 Regent 4866. [0156

PRIVATE owner requires 1949 Ford Pilot V.8, maximum covered mileage 5,000; leather upholstery; wireless and heater preferred; offers to—Lilley, "Greenacres," 255, Duffield Rd., Allestree, Derby. Tel. Derby 58135 or 46095. [4218

UTILITY—FORD OR OTHER BODIES

1938 30hp Ford utility, new body, 8-seater; £650.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [3964

FORD Prefect 1939 Utility; £250; seen by appointment.—Daffarn, Broomer Cottage, Cheshunt, Herts. (4030

£375.—Ford V.8 6-7-seater Utility, all-metal body; nice order throughout.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [3674

1939 Ford Prefect chassis mounted with very attractive wooden utility bodywork, excellent condition throughout, four seats; £350.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [5153

FORD V.8 33hp six-seater Utility, birds eye maple body, Dunlopillo upholstery, steering wheel, gear change, hydraulic brakes 18 m.p.g., reconditioned and registered 1949; £10 tax, excellent condition throughout; £575 or exchange smaller car and cash.

MATHEW BROTHERS, "Marbro Works," 25, Sandy Lane North, Wallington, Surrey. Tel. Wallington 4050. Grams "Matbro" Wallington. [3543

225 gns.—Ford V.8 (Nov., 1936) 30hp, fitted 4-door 8-seater timber utility body, sliding glass windows, removable rear seating, drop tailboard, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4083

Ford Utility Cars Wanted

FORD 8, 10 and 30hp utilities wanted from 1936 onwards.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466.

ROWLAND SMITH'S, the Ford utility buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0937

FORD MISCELLANEOUS

GODFREY DAVIS, Ltd.,

FORD main dealers,

ALWAYS open.

SELECTION from our stock. Write for full list.

GODFREY DAVIS, Ltd., Neasden Lane, N.W.10. Gladstone 6474. [3209

CANADIAN Ford saloon, in splendid order, first reg. 1 ration 1947, £10 tax; £825.—Bowen, Hillside Garage, Edgware. Tel. Edgware 4464-5. [3348

TANKARD & SMITH, Ltd., offer the choice of many Ford 8s and 10s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198 King's Rd., S.W.3. Tel. Flax. 4801-3. [0378

Ford Miscellaneous Cars Wanted

R

S

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0938

C

M

THE CAR MART, Ltd. wish to purchase Ford cars.—150, Park Lane, W.1. Grosvenor 3434. [0961

W

HAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

CASH immediately for good Ford.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [3973

URGENTLY wanted, good condition Ford cars.—Brown's Garage, 3 minutes Loughton Tube Station, 199 High Rd., Loughton Essex. Loughton 4119. [2439

LUTON MOTOR Co., Ltd., Ford main dealers, require urgently Ford 8 and 10hp cars and light vans, particularly low mileage and better kept specimens.—Dunstable Rd., Luton, Beds. Luton 3713. [0042

Ford Spares and Service

NORMAND, Ltd.

SKILLED staff and modern equipment ensures good service.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0225

FORD spares for all models.

DAGENHAM MOTORS, Ltd., 8, Balderton St., London W.1. Regent 4070. 374, Ealing Rd., Alperton, Wembley. Perivale 3388. And 8, Sangley Rd., Catford, S.E.6. Hither Green 4821. [0169

ALLAN TAYLOR (MOTORS), Ltd.

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stocks of genuine Ford parts.

PUTNEY 6431 (4 lines). [0314

FOR Ford mudguards, runnings boards, 1933/46.—Brooks, 85, Queen Rd., Brighton. [0383

BALLARDS MOTORS, Ltd., 43-45, Acre Lane, London, S.W.2 (Brixton 6451), main Ford dealers; service and all spares. [0110

YOUR Ford car will be much improved in comfort and safety after fitting stabilizers to the front and rear springs; all models.—Cranhurst Garage, Ltd., Station Parade, Cricklewood, N.W.2. Gladstone 0570. [0281

FRAZER NASH

FRAZER NASH 1930 Interceptor II fabric 3-seater; Brooklands Meadows with Nordec blower; complete overhaul 1947-9 by A.F.N., including new liners, rods, crankshaft, bevel shaft, axle, springs and steering; body respray ed black, new fabric, eligible vintage classes; £375; letters.—Cundey, 106, Cardinal Ave., Kingston-on-Thames, or Tel. Hou. 0011. [4351

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Frazer Nash buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0939

FRAZER NASH-B.M.W.

A.F.N., Ltd.,

MANUFACTURERS of Frazer Nash cars (Le Mans Replica, Fast Roadster, Foursome Cabriolet and Mille Miglia models).

JOINT distributors for Bristol cars (see our advertisement under New Cars—Bristol).

USED Frazer Nash-B.M.W. models available at the moment include:—

1940 type 335 3½-litre l.h.d. 4-door saloon, recellulosed black, reupholstered brown leather; price £1,295.

1939 type 321 4-seater cabriolet, colour blue, recellulosed, new hood; £725.

1935 type 40 (12.5hp) saloon, colour maroon, very good condition throughout; price £340.

FULL particulars of above cars and descriptive literature sent on request.

OUR unique and comprehensive knowledge and experience of this car enables us to offer full manufacturers' facilities in respect of testing, tuning and complete spares service for all models; these facilities will enable you to obtain maximum driving satisfaction, reliability and long life from your car; the services of expert bodyshop personnel also make it possible for us to carry out full repairs to cabriolet and saloon coachwork, including reupholstering and first-class cellulosing; in addition balancing of wheels can be carried out on our Stewart-Warner equipment imported from America—the only installation of its kind in this country. This enables wheels to be electronically and dynamically balanced up to speeds in excess of 90mph. This service is available to owners of any make of car by appointment.

WE are always open to purchase Frazer Nash-B.M.W. models.

FALCON Works, London Rd., Isleworth. Hounslow 0011. [2159

MERCURY offer:

1936 Frazer Nash-B.M.W. 2-litre 4-seater cabriolet, in excellent condition, twin S.U., rear petrol tank, new hood, twin batteries, perfect tyres; a super motor car at the bargain price of £245; terms, exchanges.—Mercury Motors, 383, Northolt Rd., S. Harrow. Byron 2057. [4190

ANTHONY CROOK offers:—

1939 type 328I; 100 mph sports two-seater and several other models

ANTHONY CROOK MOTORS, Ltd., Bristol distributors, Caterham Hill, Surrey. Tel. 466. [4108

KEVILL-DAVIES & MARCH, Ltd., offer:—

1939 Frazer Nash-B.M.W., type 327, occasional 2/4 cabriolet, in absolutely first-class condition, recently fitted with a Bristol head and 3 Solex, colour black, a very fast, attractive car.

41-42 Hay's Mews, Berkeley Square, W.1. Grosvenor 2563. [3660

1936 type 34 F.N.-B.M.W. saloon, black, very sound condition; £300.—Lynton Bagshot Rd., Knaphill, Surrey. Brookwood 2334. [4164

CASS'S MOTOR MART.—1938 Frazer Nash-B.M.W. 320 saloon, recellulosed black, engine reconditioned by Burtonwood; £595; written guarantee.—5, Warren St., W.1. Euston 4110. [2615

FRAZER NASH-B.M.W. model 328 2-seater, first regd. June, 1938, one owner, immaculate condition throughout; £1,000.—Leigh Park Motors, Ltd., Datchet, Bucks. Tel Datchet 54. [7507

325 gns.—Frazer Nash-B.M.W. 1935 2-litre Type 55 sports 2-seater, ivory, red leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4083

Frazer Nash-B.M.W. Cars Wanted

BARTLETT always buys Frazer Nash-B.M.W.s.—27a, Pembridge Villas, W.11. [1068

327 or 329 Cabriolet; particulars and price.—24, North Way, Maghull, Lancs. [4170

ROWLAND SMITH'S, the Frazer Nash-B.M.W. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041 [0940

GENUINE private owner wishes to purchase Frazer Nash-B.M.W. type 45 or 55 foursome drop head coupe, full details to T. Fenn, 24, River Court, Taplow, Bucks. Tel. Maidenhead 2840. [3536

GRAHAM

295 gns.—Graham 1938 Special Six 4-door touring saloon, black, grey cloth upholstery, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4084

HEALEY

1948 2½-litre Healey special sports 2-seater, 2,000 miles only; £995.

TIMMS MOTORS, Colinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 8667 [3343

ROSE & YOUNG, Ltd., offer Healey 2-seater, unregistered, exceptional condition, bargain; £950.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [5070

OWNER having taken delivery of new car wishes to dispose of 1948 (March) Healey B type standard saloon by Elliott; black with red upholstery; fitted loose covers and H.M.V. radio; first offer £1,375.—Write Owner, 312, Earls Court Rd., S.W.5 [3872

Healey Cars Wanted

WANTED, Healey saloon condition of body immaterial.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [3418

BROOKLANDS OF BOND STREET, Ltd., London and Home Counties distributors, have new and used cars in stock and are always interested to have details of any Healey cars for disposal.—Mayfair 8351-6. [0261

HILLMAN 10

NEWNHAMS, Ltd.

1949 Hillman Minx Mark III saloon, 5,000 miles; £875.—235-7-9, Hammersmith Rd., London, W.6. Riv. 4646. [8257

HILLMAN 10

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

HILLMAN Minx Mark III saloon (first registered February, 1949), green with brown upholstery, 13,900 miles, fitted H.M.V. radio, immaculate motor car; £875.—HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [3151

CAR MART, Ltd.

1948 Hillman Minx Phase II drop head coupe, 1,000 miles; £815.

1948 Hillman Minx Phase II saloon, 2,000 miles; £795.

1946 Hillman Minx saloon, 19,000 miles; £595.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [4001

BROWNS for Hillman.

1939 Hillman Minx saloon de luxe, excellent condition; £350.—Brown's Garage, Loughton (Essex) 4119 (Tube). [3754

PALMERS MOTORS offer:—

1949 Hillman Minx, Phase 3, 6,000 miles, as new; £850; exchanges and deferred terms.—53, York St., Twickenham. Popes Grove 1890, 7087. [4064

HAROLD RADFORD & Co., Ltd.

1948 (May) Hillman Minx Phase II saloon, black/brown, 5,600 miles, indistinguishable from new throughout.

1948 (November) Hillman Minx Phase II drop head coupe, black/brown, 11,000 miles, in first-class condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [3106

H. A. SAUNDERS, Ltd., offer:—

1948 Hillman Minx Phase II saloon de luxe, 2,000 miles; £785.

1948 Hillman Minx Phase II saloon de luxe, 11,000 miles; £735.

1947 Hillman Minx drop head coupe, 12,000 miles; £615.

1946 Hillman Minx saloon, black; £545.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [3749

PHILIP RICKARDS, Ltd., offer:—

1948 Hillman Minx saloon, beige, 12,000 miles, perfect.—4, Brick St., Park Lane, London, W.1. Gro. 4772/3. [3914

WARWICK WRIGHT, Ltd., offer:—

1949 Mark III Hillman Minx 10hp saloon, fawn, fawn cloth and red leather, 9,000 miles; £825.

1948 Hillman Minx 10hp saloon, black, fawn cloth, 9,000 miles; £745.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [4018

CHARLES FOLLETT, Ltd., offer:—

1947 Hillman 10hp coupe, black, brown leather, new tyres and hood, 15,000 miles, excellent order; £595.

18 Berkeley St., W.1. May. 6266.

SERVICE, Works and Stores, 12, Wellesley Av., W.6. Riv. 1413. [4115

WADDINGTON MOTORS, Ltd., offer:—

1947 Hillman Minx saloon; £575.—Fortune Green Rd., N.W.6. Ham. 2211. [4294

1947 Hillman Minx saloon, black, 15,000 miles; £575.

KENTISH & THOMSON, Ltd., 564-6, Wickham Road, Croydon. Springpark 3477-8. [3731

1948 Hillman 10hp foursome coupe, under 10,000 miles; £725.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [3965

1947 Hillman Minx saloon, grey, first-class condition; £575.

H. SOLOMON & SONS, High St., Camberley. Tel. 34. (Established over 40 years.) [3842

1937 Hillman Minx saloon, a really exceptional car, blue; £285.

MAGDALEN MOTORS, 311, Trinity Road, Wandsworth, S.W.18. Batt. 5573. [3735

1946 Hillman Minx saloon, grey, one owner, very well maintained; £525.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [7576

£325.—Hillman 10 1939 4-dr sln de luxe, a really good conditioned car throughout.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066/7. Open Mon. to Sat. 9-6 (50 yrds Holland Park Tube). [3593

£265.—1938 (model) Hillman Minx de luxe saloon, excellent runner; bargain.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [4301

GORDON CARS (LONDON), Ltd.—1948 (Dec.) Hillman Phase III saloon, 9,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1947 Hillman 10 saloon, black-fawn cloth.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [3810

1947 Hillman Minx, 1 owner, in superb condition; £625.—James Simpson (Sales). Ken. 3315. [3788

1939 Hillman 10 d/h coupe; grey; £355.—Smith & Hunter, 376 Kensington High St., W.14. Western 2312. [3867

CONWAY MOTORS; £529.—1946 Hillman Minx saloon, sun roof, several extras, nice condition.—301, Goldhawk Rd., W.12. [4035

HILLMAN Minx.—1940 Hillman Minx saloon, in excellent condition throughout similar to 1946 model; price £375.

FERRARIS OF CRICKLEWOOD Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [4268

1935 Hillman 10 sun saloon, engine overhauled 6,000 miles ago; £145.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [2864

HILLMAN 10

1934 Aero Minx, reasonable condition considering age, any trial; £165.—James Simpson (Sales). Ken. 3315. [3789

HILLMAN Phase II 1948, 12,000 miles, as new, radio fitted; £675.—Pantiles Service Garage, London Rd., Guildford 5326. [1876

L. F. DOVE offer: 1947 Hillman Minx, grey colour, new engine; £595.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [4193

£515.—Hillman 10 de luxe saloon, black, December 1946, 23,000 miles.—Grove Motors, North Rd., Southall 3477. [2126

1948 Hillman Minx d.h. coupe, 5,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [3714

1949 Hillman Minx Mark III saloon, 3,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [3723

1939 Hillman Minx, coachwork and mechanical condition very good; £320.—Simpsons Motors (American car specialists), Wembley 3903. [1410

1946 Hillman Minx saloon, covers, 30,000 miles, immaculate; £595 or offer; new car arrived.—Dr. F. W. Schofield, 100, Radbourne St., Derby. [4029

1948 Hillman Minx Phase II, black with cloth interior, one owner, 14,000 miles, secret switch and other extras, immaculate condition; £705.

GEORGE OSBORNE, Ltd., 136/138, Streatham Hill, S.W.2. Tulse Hill 5937. [3575

1948 Hillman Minx Phase II, 14,000 miles, perfect; £695.—L. F. Dove, Ltd., Guildford Rd. and White Rose Lane, Woking, Surrey. Woking 1282. [3582

1948 Hillman 10 saloon, Phase II, black, indistinguishable from new, one owner; £725.—Wembley Court Motors, High Rd., Wembley. Tel. Arnold 5221. [4246

1939 Hillman Minx saloon, in very good condition throughout; bargain price; £315.—R. E. P. Garages, Ltd., 302-6, King St., Hammersmith, W.6. Riverside 2881-2. [3767

1948 Hillman Minx Phase II saloon, 10,000 miles, immaculate interior and exterior, mechanically perfect; £695.—Simpsons Motors (American car specialists), Wembley 3903. [1409

ROSE & YOUNG, Ltd., offer 1948 Hillman 10 saloon, phase II, bargain; £625.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [1654

1948 Hillman Minx Phase II, blue, blue leather unrepeatable at £725.—Hendon Central Garage, Ltd., 44-46, Watford Way Hendon Central, N.W.4. Tel. Hendon 8084-5-6. [3766

1948 Phase II Minx saloon, one owner, low mileage, unblemished condition, guaranteed; £775.—Recommended by Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [3940

LATE 1948 Hillman Minx drop head, black, brown leather upholstery, mileage 1,100, in superb condition, fitted heater, has to be seen to be appreciated.—James Simpson (Sales). Ken. 3315. [3785

1938 (May) Hillman Minx saloon, excellent mechanical condition and appearance, engine reconditioned and body recellulosed, any trial; £285.—96, Norval Rd., North Wembley. [4132

155 gns.—1935 (model) Hillman Minx sports 2-seater, streamlined type, excellent condition, a bargain.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100yds Clapham South Tube). Batt. 3117. [2468

1949 Phase III Minx saloon, black/grey, 3,000 miles only, faultless condition, highly recommended; £875.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [3941

MAKIN & HARRISON, Ltd.—1939 Hillman 10hp sunshine saloon, nominal mileage, well maintained, £345; 3 months' guarantee; terms, exchanges.—492/6, Chiswick High Rd., W.4. Chiswick 0558. [3210

HILLWOOD MOTORS.—1949 Hillman Minx Magnificent, Phase III, 4,000 miles, the car with the new look and the perfect performance; £865.—565/7/9, Watford Way, Mill Hill Circus, N.W.7. Mill Hill 4232. [4070

1949 (March) 2,000 miles genuine, Hillman Minx Magnificent, Phase III, 1-door de luxe saloon, heater, mist green, guaranteed as new; £865; exchanges.—Harry Nash Motors, Ltd., 348, King St., Hammersmith. Riverside 2637-8. [3840

595 gns.—Hillman Minx (Nov., 1947) 10hp estate car, grey, maker's standard 4-door 5-seater body with rear entrance and removable rear seating, one owner, small mileage, practically new condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4085

NAYLOR & ROOT, Ltd.—1949 Hillman Minx Phase III saloon; blue, blue upholstery; 6,000 miles only; as new throughout; £875. Three months' guarantee. Choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [3857

TANKARD & SMITH, Ltd., offer 1939 Hillman Minx drop head foursome coupe, in black with blue leather, excellent coachwork and hood, overhauled engine, any trial, £355; also 1939 model, in maroon with new hood and reconditioned engine, £36C, three months' written guarantee; also 20C guaranteed used cars of all makes.—196, Kings Rd., S.W.3. Tel. Flaxman 4801/2/3. [3610

SCARCE model, 1939 (July) Hillman Minx de luxe drop head 4-seater sports coupe with incorporated rear locker, finished black and chromium with maroon leather upholstery, a beautifully maintained and outstanding car, of quite immaculate appearance, thoroughly recommended and offered with written guarantee at £398; exchanges, terms.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [3968

HILLMAN 14

£350.—1938 Hillman 14 de luxe saloon, black hide interior, clean condition.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [4300

HILLMAN 14, immaculate motor car; £425.—Simpsons Motors (American car specialists), Wembley 3903. [1414

HILLMAN MISCELLANEOUS

TANKARD & SMITH, Ltd., offer the choice of many Hillman Minx and 14hp saloons from their vast stock of over 200 used cars; all subject to 3 months' written guarantee.—198 King's Rd., S.W.3. Tel. Flax. 4801-3.

HILLMAN MISCELLANEOUS

LIMOUSINE 1938 Deluxe Coachwork, partition, widest forward occasionals, leather throughout, black, exceptional, £745.

7-PASSENGER 1937 privately owned black Saloon, leather, bench occasionals, immaculate, £465. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair 2941. [3894

Hillman Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Hillman cars.—320, Euston Rd., N.W.1. Euston 1212. [0962

RSROOTS, Ltd.

ROWLAND SMITH'S, the Hillman buyers.—Hampstead High St. (Hampstead Tube). Ham 6041.

RDISTRIBUTORS.

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MMANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

RROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106

1948 Hillman 10 saloon wanted.—Turnbull, Ross House, Station Hill, Winchester. [3677

URGENTLY required, late type Hillman Minx.—Write J. Chapman, 6, Green Park, Cambridge. [3531

URGENTLY required, good pre-war Hillman.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [3979

ESTATE utility Phase II or III, must be exceptional condition.—Angior, 140, Golders Green Rd., London, N.W.11. [0530

CHARLES RICKARDS, Ltd., wish to purchase good pre-war Hillman cars.—56, Bayswater Rd., W.2. Paddington 1820 [3619

ALBONS, of Barking, purchase for cash post-war Hillman cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0438

BIRMINGHAM and Midlands.—Low-mileage Hillman modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0089

RAYMOND WAY, the hire-purchase specialists, are still buying Hillman, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3128

Hillman Spares and Service

J. C. BRODIE, Ltd

HILLMAN repair specialist (30 years); well-equipped works servicing, reboring and complete overhauls; spare parts stocked.—79-91, New King's Rd., Fulham, S.W.6. Renown 1185. [0676

FOR Hillman 1936/46 mudguards, running boards.—Brooks, 85, Queens Rd., Brighton. [0387

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 0254. [0720

G. SMITH MOTORS, Ltd., for Hillman spares and service.—13/19, East Dulwich Rd., S.E.22. New Cross 4444. [8051

Hispano-Suiza Spares and Service

NORMAND, Ltd.

SKILLED staff and modern equipment ensures good service.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0224

HISPANO spares and all repairs.—G. Briand, 47, Tamworth Rd., Croydon. Cro. 1742. [9692

HOTCHKISS

HAROLD RADFORD & Co., Ltd.,

SOLE concessionaires.

SALES and service.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [6894

CHIPSTEAD MOTORS, Ltd.—See under Sports Cars column advert. No. 3826. [3830

Hotchkiss Spares and Service

HOTCHKISS spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington (Tel. Kensington 6642, 5 lines). [0513

H.R.G.

HAROLD RADFORD & Co., Ltd.,

SOLE distributors for London and Home Counties, offer:—

NEW and used H.R.G. cars available for immediate delivery.

NEW, unregistered, H.R.G. 1,500cc 2-seater, grey, at list price.

1947 H.R.G. aerodynamic 1500 sports 2-seater with 1948 modifications, 16,000 miles, unused since passed out of manufacturers' works.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [3109

SUPERB 1948 sports two-seater, many extras, initial cost approx. £1,250; accept £850 or exchange.—Pri. 2647. [3556

H.R.G. 1500 sports 2-seater, 1948, November registration, with 1949 modifications, twin windtone horns and pass light, immaculate condition; £675.

SAUNDERS, ABBOTT & Co., 1, Wickham Road, Beckenham, Kent. Tel. Beckenham 1930. [3546

£695.—1947 H.R.G. Aerodynamic 2-seater, finished in blue, lovely condition; first deposit secures.—Grove Garage & Motors, 322 Fore St., Edmonton, N.9. Tot. 4162. [4220

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.
SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [8369

HUDSON

1939 Hudson 17hp drop head coupe; radio and heater; new engine fitted recently, taxed; £395.
CONTINENTAL CARS, Limited, Portsmouth Road, Send, Surrey. Tel. Ripley 3122-3. [3554

1936 Hudson 22 sun saloon, recent overhaul; £295. —L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [2863

1938 Hudson Terraplane coupe, fitted fully rebuilt engine to factory standards, as new throughout; any examination and test.—Tel. Pri. 6412. [3678

Hudson Cars Wanted

URGENTLY required, good pre-war Hudson 17.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [3976

Hudson Spares and Service

SPIKINS (TWICKENHAM), Ltd., the Hudson distributors for Hudson reconditioned engines, spares and service, 83-101, Heath Rd., Twickenham. Tel. Popesgrove 1035-6-7. Telegrams: Spikins, Twickenham. [0568

HUMBER

CAR MART, Ltd.

1948 Humber Pullman 7-seater limousine, 19,000 miles; £1,495.
1947 Humber Pullman limousine, 16,000 miles; £1,425.
1948 Humber Snipe 18 saloon, 6,000 miles; £1,150.
1948 Humber Hawk saloon, radio, 15,000 miles; £1,025.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [4002

JACQUIER, Ltd., offer:—

HUMBER, first registered Nov. 1946, Humber Pullman limousine, leather throughout, excellent condition: £1,150.—225-7, Hammersmith Rd., W.6. Riverside 6677-8. [4266

DICKS CAR SALES offer:—

1939 Humber Super Snipe razor edge saloon, as new; £495.
DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [4235

TOM GARNER, Ltd., offer:—

1949 Humber Pullman Mark II limousine, black with leather front, cloth rear; 7,000 miles.
1949 Humber Super Snipe Mark II saloon, steel grey with grey leather; 2,000 miles only.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [3599

WARWICK WRIGHT, Ltd., offer:—

1949 Humber Super Snipe 27hp Mark II saloon, silver green, beige leather, 8,000 miles; £1,550.
1949 Mark II Humber Pullman 27hp limousine, black, cloth and leather upholstery, 500 miles; £1,950.
1948 Humber Hawk 14hp saloon, gunmetal grey, grey cloth, 8,000 miles; £1,125.
1948 Humber Super Snipe 27hp saloon, black, fawn cloth, 7,000 miles; £1,295.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [4019

WANSTEAD MOTORS, Ltd. offer:—

1949 Humber Super Snipe, 4,000 miles, £1,450.
WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [1374

MANN EGERTON & Co., Ltd., offer:—

1949 Mk II Humber Super Snipe saloon, black with brown leather upholstery, mileage 6,500, immaculate condition throughout; price £1,475.
14, Berkeley St., W.1. Regent 2073. [3795

GUY SALMON AUTOMOBILES, Ltd., offer:—

1948 Humber Hawk saloon, genuine 6,000 miles; £1,050.—Portsmouth Rd., Thames Ditton. Emberbrook 4343. [4039

CAMPBELL SYMONDS Wembley 6262, offer the following 3 Humber Super Snipes:—

1947 (August) Pullman limousine, 10,000 miles, as brand new throughout; £1,500.
1946 saloon, dark blue, with radio, 20,000 miles, guaranteed; £775.
1937 Sedanca de Ville, 6-str, leather front, cloth rear, with division laid up since 1939, total mileage 41,000, body design similar to post-war, guaranteed practically as new throughout, ideal hire car; bargain, £795. [1275

HUMBER Snipe, 1946, immaculate condition.—Hazlemere Motor Co. (W/A), Ltd., Waltham Cross 2275-6-7 [3874

GORDON CARS (LONDON), Ltd.—1949 Humber Super Snipe saloon, green-fawn leather, 6,000 miles.—Below.
GORDON CARS (LONDON), Ltd.—1948 Humber Hawk saloon, green, 11,000 miles.—Below.
GORDON CARS (LONDON), Ltd.—1948 Humber Hawk saloon, black, 7,000 miles, radio.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [3813

HUMBER Snipe super sports semi razor edge saloon, 25,000 miles, one owner, in exceptional condition throughout; £675.
KENTISH & THOMSON, Ltd., 564-6, Wickham Road, Croydon. Springpark 3477-8. [3730

1937 Humber 18hp saloon, extremely good condition, new tyres.—Colin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2338. [3911

1949 Humber Super Snipe saloon, 4,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3586. [3715

1947 (Jan) Humber Super Snipe sal, metallic grey, ex cond, fitted radio.—Tickford, Ltd., 8, Upper St Martin's Lane, W.C.2. Temple Bar 3338. [3589

HUMBER

LIMOUSINE, 1938, 27hp Pullman 7-seater; colour black with cloth upholstery; £695.—Lawton-Goodman, 36, North Audley St., W.1. Mayfair 3360. [3869

3000 miles.—1949 (Feb.) Humber Super Snipe saloon, green, brown leather; (trade enquiries only please).—Ernest Sutton, Cleeve Hill (Glos.) 95. [3908

1948 Humber pullman 7-passenger limousine, one private owner, as new; £1,675.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [5761

1939 Humber Super Snipe 4-door de luxe saloon, very clean, an attractive motor car; £375. —Colloms Car Sales, Ltd., 292-308, Lanark Rd., W.9. Tel. Maida Vale 5134, 7833, 3468. [2990

HUMBER Super Snipe saloon finished black with brown leather and cloth upholstery, small mileage first registered November, 1947.—Jack Olding & Co., Ltd. North Audley St., W.1. Mayfair 5242. [5821

1939 Humber Pullman landaulette, black with cloth to rear, 2 face-forward occasionals, carefully maintained, in excellent order; £595.—Stratstone, Ltd., 40, Berkeley St., W.1 (Mayfair 4404). [3664

1939 Humber Super Snipe saloon, black, just completely recellulosed, in superb condition throughout, an outstanding bargain; £425.—Wembley Court Motors, High Rd., Wembley. Tel. Arnold 5221. [4249

1939 Humber 16 saloon, fitted new works engine, carburettor, battery, springs, tyres, reconditioned throughout, recellulosed, re-chromed, particularly attractive car, taxed December; £485.—Derrington, 159, London Rd., Kingston 5621-2. [4308

1949 (January) Humber Super Snipe saloon in black, with brown hide upholstery and loose covers; fitted with radio, heater, special mats and anti-theft device; mileage 10,887, in superb condition; the property of a very careful user; reason for sale given at interview.
W. A. DEAN & CO. (MANCHESTER), Ltd., 290, Upper Brook St., Manchester, 13. [3680

1948 (December) Humber Hawk saloon, finished grey with grey upholstery; mileage approximately 9,500; one owner; fitted radio; perfect appearance and excellent performance; £1,150.—Day, 148, London Road, Waterlooville, Hants. Tel. 3337, by appointment only. [3691

695 gns.—Humber Pullman 1938 27hp 7-passenger double-enclosed limousine, black, leather upholstery, winding partition, face-forward occasionals, good tyres, very carefully used, exceptional condition; terms, exchanges.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4103

NAYLOR & ROOT, Ltd.—1948 Humber Hawk saloon; black, brown upholstery; 8,000 miles; unblemished; full basic; £995. Three months' guarantee. Choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [3858

LIMOUSINE 1939 Double Enclosed, Forward occasionals, black, delightful condition. £695.
LIMOUSINE, 1937, partition, 7-seater, leather throughout, privately owned, black. £535. Alps & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [3895

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CMT

THE CAR MART, Ltd., wish to purchase Humber cars.—150, Park Lane, W.1. Grosvenor 3434. [0963

RROOTES, Ltd..
DISTRIBUTORS.
REQUIRE modern low-mileage Humber cars.
BIRMINGHAM.—Lower Temple St. (Central 8411.)
MANCHESTER.—129, Deansgate. (Blackfriars 6677.)
MAIDSTONE.—(Maidstone 3333.)
CANTERBURY.—(Canterbury 3232.)
ROCHESTER.—(Chatham 2231.)
WROTHAM Heath.—(Borough Green 4.)
ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106

RROWLAND SMITH'S, the Humber buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041 [0942

R. C. WIMBUSH, Ltd.,
WISH to purchase for cash good Humber Hawks.—312, Earls Court Rd., S.W.5. Fremantle 8401/2. [2334

HAWK 1949 model.—Anglor, 140, Golders Green Rd., London, N.W.11. [0531

POST-WAR Humber required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0844

7-SEATERS Limousines, low mileage, 1947/1948 also 1935/24hp, also 27hp privately owned 1937/38/39. Alps & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [2892

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 160-164 Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0086

CRIPPS OF NOTTINGHAM urgently require all types of Humber cars, recent models.—R. Cripps & Co., Ltd., the Humber distributors, Parliament St., Nottingham. Tel. 44558. [0555

Humber Spares and Service

DE NORMANVILLE gear box overhauls, recommended specialists.—H. & A. Engineering, 35, Grant Rd., Addiscombe, Croydon, Surrey. [0780

HUMBER, Hillman, all spares 1939-48, and W.D. models; W.D. Humbers for sale, £10 tax.—R. J. Grimes, Hadleigh Garage, Marlpit Lane, Coulsdon, Surrey. Uplands 3637. [4130

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ENGLAND'S Largest Jaguar Distributors.
SELECTION of all models at attractive prices.
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287).
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HOUNSLOW (Hounslow 3454).
FINCHLEY (Finchley 0081).
GREAT WEST Rd. (Ealing 3477). Official Jaguar Service Station.
CAMDEN TOWN SERVICE STATION (Gulliver 4141).
HENLYS, Ltd., England's Leading Motor Agents. [0027

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1936 S.S. Jaguar 2½-litre saloon, colour grey, very nice motor car; £210.
W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [3800

BROWNS for Jaguars.

1940 Jaguar 1½-litre saloon de luxe, 37,000 miles only, immaculate condition; £535.
1946 1½-litre Jaguar, in excellent condition; £765.
1946 (October) Jaguar 3½-litre saloon de luxe 20,000 miles, immaculate; £780.—Brown's Garage, Loughton (Essex) 4119 (Tube). [3752

DICKS CAR SALES offer:—

1939 Jaguar 1½-litre sports saloon, very fine order throughout, unmarked; £475.
1939 Jaguar 1½-litre drop head coupe, very attractive car in cream; £425.
DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [4234

TOM GARNER, Ltd., offer:—

1948 Jaguar 1½-litre S.E. saloon, black with brown leather; 1,700 miles only.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [3600

H. A. SAUNDERS, Ltd., offer:—

1948 Jaguar 1½-litre special equipment saloon, black, fitted radio and discs, completely immaculate; £1,175.
1946 Jaguar 1½-litre saloon, heater, discs, 14,000 miles; £795.
H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [3750

PHILIP RICKARDS, Ltd., offer:—

1948 Jaguar 1½-litre saloon, special equipment, grey/grey, 4,597 miles.—4, Brick St., Park Lane, London, W.1. Gro. 4772/3. [3918

CHARLES FOLLETT, Ltd., offer:—

1946 Jaguar 3½-litre saloon, gunmetal grey leather, 16,000 miles, good condition throughout.
18, Berkeley St., W.1. May. 6266.

SERVICE, Works and Stores, 12, Wellesley Av. W.6. Riv. 1413. [4117

1947 1½-litre Jaguar, in black, brown leather, very low mileage; £865.
S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., S.E.22. New Cross 4444. [4188

JAGUAR 100 3½-litre special competition car, maker's overhaul, for sale.—Box 2971. [4334

21-litre Jaguar sports saloon, exceptionally smart, in grey, very carefully maintained, 1938 model.
WADCOL MOTORS, 150, West End Lane, N.W.6. Hampstead 1177. [3585

GORDON CARS (LONDON), Ltd.—1947 Jaguar 1½-litre S.E. saloon, grey-grey leather, low mileage.—Below.
GORDON CARS (LONDON), Ltd.—1948 Jaguar 1½-litre S.E. saloon, black-fawn cloth, new condition. —Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [3814

BEARTS of Kingston, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348.

JAGUAR 1½-litre saloon, 1937, in splendid condition. —Lewis Bros. (Dover), Ltd., Cherry Tree Ave., Dover. [4165

1937 2½-litre Jaguar, paintwork excellent, mechanically sound; £325.—James Simpson (Sales), Ken. 3315. [3787

1947 Oct. Jaguar 1½-litre saloon, one owner, small mileage, indistinguishable from new throughout, black; £975.
SOUTH WESTERN GARAGE, Ltd., New Malden. Tel. Malden 1212. [3331

£355.—1937 12hp Jaguar, a really wonderful car throughout.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. [3927

JAGUAR 3½-litre 1947, black, one owner, only 13,000 miles, superb condition, new tyres, £10 tax.—'Phone Greenhill, 42, The Gardens, Watford 9393. [3633

1937 Jaguar 2½-litre silver grey sport saloon; h.p. terms arranged.—K. Henry Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [3168

JAGUAR

320 gns.—1938 model S.S. 1½-litre saloon, all original bodywork and mechanically as new, delightful to drive; cash or terms.—DOUGLAS CAR SALES, 24, Dorset Rd., West Green Rd., Tottenham, London, N.15. Stamford Hill 7352. [4198

1946 (10 month) 1½-litre Jaguar, suede green, in unmarked condition; £775.—Birkett Motors, Ltd., 72-74, High Rd., South Woodford, E.18. [3419

1936-7 2½-litre S.S. Jaguar, 4 new tyres, good running order; £145 or offer, quick sale.—9, The Bungalows, Streatham Rd., S.W.16. [4118

4000 miles.—1948 (April) Jaguar 1½-litre saloon, gunmetal, discs and radio; (trade enquiries only please).—Ernest Sutton, Cleeve Hill (Glos.) 95. [3905

ARCHIE SIMONS & Co., Ltd.—1947 Jaguar special equipment saloon, black with red leather upholstery; £875.—94, Gt. Portland St., W.1. Lan. 1343. [3670

1939 1½-litre Jaguar sports saloon, excellent condition; £425; terms, exchanges.—Tulse Hill Motors, Ltd., 26, Tulse Hill, S.W.2. Tulse Hill 7106. [3773

1948 3½-litre Jaguar saloon, suede green, in exceptional condition; £1,100.—Saul & Slatter, Ltd., Main Dealers, 44/46, Aldermans Hill. N.13. Pal. Grn. 1205/7173. [3336

1½-litre saloon, 1939 series, green, green hide upholstery, low mileage, exceptional condition.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [3951

1947 1½-litre Jaguar special equipment saloon, one owner, Ace discs, small mileage, taxed year; £925.—R. S. Mead, 42, Queen St., Maidenhead. Tel. Maidenhead 2642. [2993

31-litre saloon, July 1947, finished black, 6,000 miles. **32** fitted radio, heater, pass-lights; £1,095.—Recommended by H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [3942

S.S. Jaguar 3½-litre, 16,000 miles, genuine, one owner, absolutely spotless and immaculate inside and out, fitted radio, heater, wheel discs, etc., first registered December 16, 1946; £825 or near.—GREENHILL MOTORS, Ltd., 18-19, Greenhill Parade, Gt. North Rd., New Barnet. Bar. 5772. [2388

1939 Jaguar saloon, metallic grey, red leather, 19,000 miles since overhaul, good tyres, new battery, spotless condition; £495.—Maycroft Motors, 24, Lymton Rd., Hornsey, N.8. Mountview 4871. [4209

1948 (late) Jaguar 3½-litre 10,000 miles, lavender grey; immac. cond.; reason for sale, owners new 1950 car arrived; best offer over £1,200; any trial.—Gray, 94, George St., Hull. [3489

1947 (July) 1½-litre special equipment Jaguar radio, discs, grey, silver grey interior, 8,000 miles, taxed December; £945.—Birkett Motors, Ltd., 634-636, Mile End Rd., Bow, E.3. Advance 1517. [3472

1948 (Aug.) Jaguar 1½-litre saloon, S.E. model, in grey, fitted radio, one owner, 6,000 miles, perfect, £1,060.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [2940

1937 Jaguar 2½-litre saloon, exceptional appearance, inside equal to a low mileage, 1947, black, brown interior, chassis reconditioned at a cost of £150; just completed; fitted Philco wireless; genuine car; £350.—MAGDALEN MOTORS, 311, Trinity Road, S.W.18. Battersea 5573. [3736

1939 Jaguar 2½-litre, black with green upholstery, P100 head lights, late property of a titled gentleman, chauffeur kept, absolutely unmarked, must be seen to be appreciated; £575.—James Simpson (Sales). Ken. 3315. [3785

JAGUAR 1937 2½-litre, engine recently reconditioned, body just recellulosed, overall condition superb, owner must sell quickly; first offer £295 will secure; h.p. terms available.—26a, Tudor Drive, Gidea Park, Essex. Romford 5375. [4126

1946 (Aug.) Jaguar 1½-litre saloon, fitted with radio, finished in black with brown hide upholstery, entire vehicle thoroughly sound in all respects; £900.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. Ham. 2255. [3792

395 gns.—Jaguar, 1939 model, 2½-litre 4-door saloon, black, sliding head, red leather, good tyres, very good condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4086

JAGUAR 1½-litre special equipment saloon, first registered 24/11/1947, taxed for year (£10), gunmetal (grey), red leather upholstery, fitted R.M.V. Radiomobile, 23,000 miles, works maintained, property of road transport maintenance engineer, just fitted full set Goodyear Eagle tyres, with special Dunlop thickwell tubes, immaculate condition throughout, owner taken delivery of new vehicle; £975; no dealers; no offers.—Box 2894. [3641

CAMDEN MOTORS.—Jaguar 1½-litre 14hp foursome drop head coupe, 1939, beautifully finished in metallic grey with red hide interior, brand new mohair top and faultless chrome fittings; this particular Jaguar was the property of a wealthy company director, and has been maintained mechanically almost regardless of cost, sole reason for sale is the long-awaited arrival of a brand new car of the same make; £545; choice of 6 other 1½ Jaguars, 1939, at prices from £445.

CAMDEN MOTORS.—Jaguar 2½-litre sportsman's saloon, 1936, in very much better condition than the year would indicate, good performance and tyres; £225.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sportsman's saloon, 1946-7, immaculate car in unblemished condition, nominal mileage only, engine just had first decoke; £795.

CAMDEN MOTORS.—Jaguar 3½-litre sportsman's saloon, 1940, with similar features to post-war models; very fine engine, magnificent performance; £495.

CAMDEN MOTORS.—Jaguar 3½-litre foursome drop head coupe, 1939, beautifully finished in Cambridge blue with almost brand new hood and upholstered in blue leather, very striking example, fitted radio and other items of special equipment; £545.

CAMDEN MOTORS, Jaguar specialists, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115.—Write for our 18-page post-free stock list of over 250 fully guaranteed used cars; easy and confidential hire-purchase terms; part exchanges; cars delivered free to any part of the United Kingdom; near main line L.M.S. station, frequent trains from Euston and Watford, take only 50 minutes, or by road just under 4 miles from main A5 Watling Street; fares refunded to purchasers from anywhere in the country. [4290

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CMTHE CAR MART, Ltd., wish to purchase Jaguar cars.—320, Euston Rd., N.W.1. Euston 1212. [0964

HHENLYS, Ltd.,

HENGLAND'S Largest Jaguar Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287).

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

GREAT West Road (Ealing 3477). Official Jaguar Service Station.

CCAMDEN TOWN SERVICE STATION (Gulliver 4141).

MANCHESTER, 1-5, Peter St. (Blackfriars 7843).

HHENLYS, Ltd., England's Leading Motor Agents. [0028

RROWLAND SMITH'S, the Jaguar buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [0943

JAGUAR cars wanted:—

SSAUL & SLATTER, Ltd., 44/46, Aldermans Hill, N.13. Main Dealers, urgently require modern Jaguar cars.—Tel. Pal. Grn. 1205/7173. [3337

COOMBS & SONS (GUILDFORD) Ltd.

URGENTLY wanted, good condition post-war Jaguar cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [6139

GATEHOUSE MOTORS are regular buyers of good clean Jaguar cars.

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [3778

CASH immediately for good Jaguar.—H. F. Edwards, 28, Upper High St., Epsom 9400. [3986

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

LIGHT CAR Co., of Derby, require: 1947-8 Jaguar 1½ saloon.—The Motor Showrooms, Derby. Tel. 3658. [2923

URGENTLY wanted for client, low mileage Jaguar 1½-litre saloon.—S. Morris & Co., 29-31, Edgware Rd., London W.2. Tel. Pad. 3075-6.

URGENTLY wanted, good condition Jaguar cars.—Brown's Garage, 3 minutes Loughton Tube Station, 199, High Rd., Loughton, Essex. Loughton 4119. [2440

URGENTLY required, all models Jaguar cars in really good condition.—Beardmore Service, Ltd., 26, Queensway, Hyde Park, London, W.2. Bayswater 0136-7-8 [1038

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WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. [4105

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1945 Jeeps, all types, perfect Jeep trailers, spares, amphibious Jeeps.—Davies & Groves, 1-5, Dorset Close, N.W.1. Padd. 8345. (Established over 100 years.) [2901

JEEPS reconditioned throughout, 20-23 mpg. guaranteed 6 months, luxurious utilities, all original spares stocked.—Metamet, 100, Belsize Lane, London, N.W.3. Hampstead 8251-2. [0527

JEEPS.—Autowork, Ltd., of Winchester, England's largest Jeep stockists for Jeeps and trailers; tremendous quantities of new and used spares; literally everything in stock. Tel. Winchester 4834. [3675

225 gns.—Jeep (Willys) (first reg. 1949) 4-seater utility, mechanically as new, general condition immaculate, any trial; a bargain.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 3117. [3364

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeeps and Jeep spare parts, home and export, all spares stocked, exchange plan engine, gear box, water pump, etc.; new hoods, gasket sets, brake linings etc., etc.—331-333, High Rd., Chiswick, London W.4 Chiswick 1919. [0035

195 gns.—Jeep (Willys), reg. 1947, ex-Government, hood and spare wheel, very good condition; taxed; choice of 4 Jeeps; genuine Jeep trailers available; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4087

JOHN BURLEIGH (AUTOMOBILES), Ltd., offers the new and improved Burleigh utility on reconditioned and specially lengthened Jeep chassis; early delivery; also long-chassis Jeep truck; standard Jeeps and all spares; full particulars on request; 36-page instruction manual for the Jeep, price 30/-.—13, Astwood Mews, Kensington S.W.7. Frobisher 4034. [0046

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7650 miles only.—1948 (Nov.) saloon, in black, with leather interior, as new; £885.

THIS car has been passed by our service department and is guaranteed by us for 6 months.—Sackville House, 40, Piccadilly, W.1. Sloane 3094. [3367

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1949 Jowett Javelin, suede green, 7,900, fitted heater; £975.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475 [3035

1949 Jowett-Bradford de luxe, handsome beige finish, small mileage; £495 or near.—Buntings, Harrow 1908. [3782

BRADFORD coachbuilt utility, taxed year; £445.—The Royal Forest Garage, Jowett Pioneers, Chingford, E.4. Silverthorn 2200. [4205

COOTER & GREEN, Jowett main agents for Beckenham, Bromley and district; Javelin sales and service.—Eden Park Garage, 485, Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2565. [0302

Jowett Cars Wanted

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RAYMOND WAY, the hire-purchase specialists, are still buying Jowett, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3130

Jowett Spares and Service

NEWNHAMS, Ltd.,

JAVELIN and Bradford main agents spares and service specialists.—Newnham House, 255-9, Hammersmith Rd., W.6. Riv. 4646 [0415

JOWETT-BRADFORD.—For quick repairs or any spares try Bunting's Jowett Agency, Harrow 1908.

MILESTONES (SERVICE GARAGE), Ltd., main agents Jowett, Javelin, Bradford vans and trucks. LARGEST stock spares in Southern England, immediate despatch, trade or private.—Tel. Erith 2469, 2639. 308, Erith Rd., Bexleyheath. [0571

CROYDON.—Godfreys, Ltd., for full Jowett service and comprehensive range of spares. 228-234, London Rd., Croydon. Cro. 3641. [0463

FOR full Jowett service and comprehensive range of spares.—Moon's Motors, Ltd., Dorset House, Marylebone Rd., N.W.1. (Welbeck 7988.) [9247

TRINITY CARS, Ltd., main agents for Jowett Javelin and Bradford spares, expert service and sales.—94, North Side, Wandsworth Common, S.W.18. Battersea 1166. [5694

KINGSTON-ON-THAMES main agents for Jowett Javelin and Bradford vans; spares and service.—G. W. Wilkin, Ltd., 1, Weston Park, and 84, Eden St., Kingston 2241-2. [6618

A. W. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710. The Jowett specialists and main agents; over 22 years' Jowett experience; spares and service. [0759

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PHILIP RICKARDS, Ltd., offer:—

1949 model Kaiser 4-door sedan, black with fawn cloth upholstery, fitted heater, radio, spotlamps, mileage 522 only since new.—4, Brick St., Park Lane, London, W.1. Gro. 4772/3. [3916

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OFFER:—

1940 series 12-cylinder short chassis special 4-carburettor engined drop head 4-seater coupe by James Young; this car is at the moment being completely reconditioned by Lagonda, Ltd., and will be available in two months' time and will be as new.

1939 12-cylinder drop head 4-seater coupe, completely overhauled by makers; has covered 500 miles only since.

1939 6-cylinder 4½-litre short chassis sports saloon; this car has covered 10,000 miles only since a complete overhaul.

BROOKLANDS OF BOND STREET, Ltd.,

103, New Bond St., W.1. Tel. Mayfair 8351-6. [4382

DICKS CAR SALES offer:—

1935 Lagonda 10hp sports tourer, maintained regardless of cost; £325.

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OFFICIALLY appointed Lagonda retailers.

SALES and service at Melton Court, South Kensington, London, S.W.7. Kensington 6642 (5 lines). [0264

CASS'S MOTOR MART, 1936 Lagonda 4½-litre drop head foursome coupe, superb condition, written guarantee.—5, Warren St., W.1. Euston 3523. [3200

1932 2½-litre Lagonda extensively equipped and super condition throughout; £195.—Norman Autos 352/354, London Rd., West Croydon. Tel. Thornton Heath 4657. [3340

LAGONDA

595 gns.—Lagonda (Dec., 1937) 4½-litre salon de ville, black, winding division, front leather, rear cloth, wheel discs, one careful owner, exceptional condition; terms, exchanges.—Rowland Smith, below.

495 gns.—Lagonda 1936 4½-litre sports tourer, cream, green leather, wheel discs, tonneau cover, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

245 gns.—Lagonda 1934 4½-litre 4-door pillarless saloon, black, sliding head, fawn leather, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4088

DAVIES MOTORS, Ltd. (managing director, J.E. Davies, 20 years service manager to Lagonda, Ltd.) offer, among many interesting Lagondas, a magnificent L.G.6 saloon, now running-in after overhaul; also an L.G.6 tourer.—273, London Rd., Staines. Tel. 3457-8 or (private) Walton 1562. [0287

Lagonda Cars Wanted

BARTLETT always buys 12-cylinder Lagondas.—27a, Pembridge Villas, W.11. [1069

ROWLAND SMITH'S, the Lagonda buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0946

Lagonda Spares and Service

LAGONDA owners are advised to contact the manufacturers for service, overhauls and spares for the 4½-litre and V.12 models; service engines in stock. LAGONDA, Ltd., Service Department Victoria Rd., Feltham Middlesex. Tel. Feltham 2291. [0908

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years' service manager to Lagonda, Ltd.), are concentrating on the servicing and rejuvenation of pre-war Lagondas; we have revolutionised the ride of all pre-independent models; details upon request.—273, London Rd., Staines. Tel. 3457-8 or (private) Walton 1562.

WE are open on Saturday mornings when prospective customers will be welcomed at the works. [0217

LAMMAS GRAHAM

ACLAND & TABOR, Ltd., offer:—

1938 Lammas Graham d.h. coupe, body by Charlton Carriage, late property of the managing director of Lammas Graham cars, works maintained throughout, 5-90mph in top gear with exceptional economy; £625.

APPLY North Road Garage, Welwyn. Tel Welwyn 481 [3699

£445.—Lammas Graham supercharged 26hp foursome drop head coupe with specially designed English coachwork by the Carlton Carriage Co., and a particularly outstanding example of hand built craftmanship finished in black with chrome motifs, and accessories, upholstered in finest quality Connolly hide with centre arm rest to front seat, polished mahogany fillets, faultless panelling, whole interior in excellent condition, of the car's mechanical qualities there can be no doubt whatsoever, and although local road conditions are not suitable for an all-out performance, satisfactory trial and demonstration of this 100mph model will be gladly given to genuine prospective purchaser; equipped with P.100 headlamps, Lucas twin passlights, special maroon and chrome discs, low consumption parking lights, five almost brand new tyres, and a host of other accessories makes it a very desirable car, which pre-war, cost with extras well over £700, and must be seen and driven to be properly appreciated; write, call or 'phone.

CAMDEN MOTORS, Lake St., Leighton Buzzard. Tel. 2381 and 3115. [4282

LANCHESTER

CAR MART, Ltd.

1937 Lanchester 11 saloon, 35,000 miles; £475.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [4003

DICKS CAR SALES offer:—

1938 Lanchester 14hp saloon, just completely overhauled, really sound; £395.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [4238

GUY SALMON AUTOMOBILES offer:—

1940 (model) Lanchester 20 sports saloon, completely refitted at a cost of over £200, an outstanding quality pre-war car with £10 tax; £695.—Portsmouth Rd., Thames Ditton. Emberbrook 4343. [1819

STRATSTONE, Ltd., the Lanchester Specialists.

LANCHESTER 10hp saloon (1947), black with brown leather, well maintained, large car comfort with economical petrol consumption; £850.

LANCHESTER 14hp saloon de luxe (1939), black with green leather, attractive condition throughout; £625.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404). Service: 7, Herbrand St., Russell Square, W.C.1 (Terminus 7464). [3663

LANCHESTER 1937 Roadrider, excellent condition throughout; £335.—Pantiles Service Garage, London Rd. Guildford 5326 [1877

1939 model Lanchester 14 late property of a Harley St. specialist, immaculate condition; £485.—James Simpson (Sales). Ken. 3315 [3786

1939 Lanchester 11hp saloon one owner only, very carefully maintained; £425.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725-5870. [2537

295 gns.—Lanchester 11 1937 de luxe 4-door saloon, black, sliding head, brown leather, preselector, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4102

£195.—Lanchester 12 sports saloon, a nice example of high-class coachbuilt craftsmanship at its best, soundly built coachwork that has had every care in use, performance is well up to Lanchester standard, oil pressure sustained, very good tyres, etc., in short trouble free motoring at low cost that should appeal to the prospective buyer seeking good value for money; write, call or 'phone.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. [4281

Lanchester Cars Wanted

CAR MART, Ltd., London distributors, wish to purchase Lanchester cars.—150, Park Lane, W.1. Grosvenor 3434. [0965

Lanchester Cars Wanted

LONDON CARS require several good used pre-war Lanchester, 10/14hp.

LONDON CARS, 2 & 3, Grosvenor Parade, Uxbridge Rd., Ealing Common, W.5. Acorn 1212. [3182

ROWLAND SMITH'S, the Lanchester buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0947

Lanchester Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0237

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester; specialists for sales and service, Kidderminster Rd., Croydon 5775. [0689

SPECIALISED Lanchester gear box service, all types, quick deliveries, guaranteed work.—H. & A. Engineering, 35, Grant Rd., Croydon, Surrey. Addiscombe 2931. [0146

LANCIA

1939 Lancia Aprilia.—Anthony Crook Motors, Caterham Hill, Surrey. Tel. 466. [3434

JOHN S. TRUSCOTT, Ltd., usually have Lancia Aprilia cars; only first-class examples are offered.—173, Westbourne Grove, W.11. Bays. 4274. [3920

Lancia Cars Wanted

LANCIA Aprilia wanted, any year.—T. P. Breen, High Rd., N.20. Tel Hillside 2393. [0343

CASH immediately for good Lancia.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [3974

JOHN S. TRUSCOTT, Ltd., urgently require first-class Lancias.—173, Westbourne Grove, W.11. Bays. 4274. [3924

KEVILL, DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42 Hays Mews, Berkeley Sq., W.1. Gros. 2563. [0508

LANCIA Aprilia latest models wanted.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0077

GENUINE private owner wishes to purchase Lancia Aprilia; full details to: T. Fenn, 24, River Court, Taplow, Bucks. Tel. Maidenhead 2940. [3537

Lancia Spares and Service

LANCIA (ENGLAND), Ltd., Ealing Rd., Alperton Wembley (Perivale 5656).—Factory guaranteed spares and repairs; 40-hour service for reconditioned components, engines, dynamos, starters, etc. etc.

LA SALLE

CAR MART, Ltd.

1937 La Salle saloon, radio, 39,000 miles; £695.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [4004

1940 La Salle 37hp l.h.d., fitted radio, heater, etc., in exceptional condition; £485.

MICHAEL MOTORS, Ltd., 330, Norbury Ave., S.W.16. Tel. Pollards 6098. [4200

LEA-FRANCIS

PHILIP RICKARDS, Ltd., offer:—

1949 Lea-Francis 2-seater, maroon, 7,000 miles, B.M.T.A. consent.—4, Brick St., Park Lane, London, W.1. Gro. 4772/3. [3917

CHARLES POLLETT, Ltd., sole distributors, London and Home Counties, offer:—

1949 Lea-Francis Utility, 10,000 miles, one owner, heater, carefully maintained, a very smart and useful vehicle; £950.

1948 Lea-Francis 2-door Westland coupe, black, maroon leather, wireless, 9,925 miles only, exceptional condition.

18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station, 12, Wellesley Av., W.6. Riv. 1413. [4111

GORDON CARS (LONDON), Ltd.—1948 Lea-Francis, 15,000 miles, excellent condition.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [3611

7000 miles.—1949 (May) Lea-Francis roadster, maroon; B.M.T.A. consent; (trade enquiries only please).—Ernest Sutton, Cleeve Hill (Glos.) 95. [3909

Lea-Francis Cars Wanted

CHARLES POLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores—

12, Wellesley Ave., W.6. Riv. 1413 [8983

SALOON 1947-8, low mileage, under £800; full particulars.—24, Northway, Maghull, Lancs. [4169

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works Much Park St., Coventry. Tel. 60204-5-6. [0392

CHARLES POLLETT, Ltd., sole distributors for Home Counties, Bucks and Sussex.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413 [8370

LINCOLN

LINCOLN Mercury 1946, undriven since complete overhaul and recondition by Lincoln Cars, Ltd., including new engine and gear box, not ex-W.D., immaculate condition throughout, genuine reason for sale; £1,200 or near offer; view by appointment.—Tel. Weybridge 3196. [4031

LINCOLN-ZEPHYR

JOE THOMPSON (MOTORS), Ltd., offers:—

DEC., 1938, Lincoln-Zephyr saloon, 6 speeds; £495.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [1382

LLOYD

£435.—1949, 4,000 miles, Lloyd 650 4-str. sports, as new; terms, exchanges.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [3879

MERCEDES-BENZ

CHIPSTEAD MOTORS, Ltd.—See under Sports Cars column advert. No. 3826. [3835

MERCEDES-BENZ

MERCEDES-BENZ (GREAT BRITAIN), Ltd., offer:—

1938 Type 540 K cabriolet A 2/3-seater, in cream with beige leather upholstery; offers.—Victoria 8715. [3330

MERCEDES-BENZ saloon, ex-German Embassy, 38.4hp, body by Freestone & Webb, exceptional car in first class condition.—Box 2776. [3328

1938 model Mercedes-Benz roadster; in exceptional condition; two-tone red; model 170V, 14hp, 27 m.p.g.; subject to A.A. test; £495; exchange considered.—Kingston Garage, Springhead, Anlaby, Nr. Hull. [3580

Mercedes Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales, Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [5105

M.G.

S.M. offer:—

1939 M.G. 12hp 1½-litre open 4-seater, colour black with red leather upholstery; this car is in superb mechanical condition and has been maintained throughout in first class order, it has travelled a low mileage only since new and would be of great interest to anyone requiring a high quality pre-war car.

STAR MOTORS, Shepherds Hill, Reading. Sonning 2345-6. [3852

BROWNS for M.G.

1939 M.G. T.B. sports 2-seater, excellent condition; £395.—Brown's Garage, Loughton (Essex) 4119 Tube. [3753

WOODBAIN CARS offer:—

£195.—M.G. 847cc Montlhery unsupercharged 2-seater, British racing green; this little car is positively immaculate and has everything that any enthusiast could desire, outside exhaust, foldflat windscreen, quick-filler caps, stoneguard, knock-on wheels, etc., etc., also an outstanding performance and an appearance that really is the "tops."

WOODBAIN CARS, M.G. specialists, 6, Eton Garages, Eton Avenue, Swiss Cottage, N.W.3. Primrose 9435. [3950

DICKS CAR SALES offer:—

1938 M.G. 10hp sports 2-seater, specimen car; £395.—Below.

1937 M.G. 10hp sports 2-seater, recent engine overhaul; £325.—Below.

1936 M.G. 9hp sports 2-seater, fitted many extras; £295.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [4241

CHARLES POLLETT, Ltd., offer:—

1947 M.G. T.C., black, fawn leather, Marshall supercharger, Scintilla magneto, oversize tyres on rear wheels, value at £575.

18, Berkeley St., W.1. May. 6266.

SERVICE, Works and Stores, 12 Wellesley Av., W.6. Riv. 1413. [4113

1947 M.G. sports, low mileage, offers over £500.—Box 2983. [4377

1937 M.G. 2-seater sports T.A. model, in splendid condition; £295.

GEE CARS, Ltd., 60, Queenstown Rd., S.W.8. Tel. Macaulay 3363. [3759

CHIPSTEAD MOTORS, Ltd.—See under Sports Cars column advert. No. 3826. [3835

RONALD KENT (COACHBUILDERS), Ltd., Coal Wharf Rd., W.12. Shepherd's Bush 2231.

1949 M.G. T.C. 2-seater, first registered July, 1949, no covenant, 10,000 miles, fitted many extras, probably the smartest midget in the country, in perfect condition throughout; £675.

RONALD KENT (COACHBUILDERS), Ltd., Coal Wharf Rd., W.12. Tel. Shepherd's Bush 2231. [3033

1939 M.G. 2-litre saloon, black, fitted radio, excellent condition throughout; £485.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [6694

BEARTS, of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348.

OUTSTANDING M.G. 4-seater sports, low mileage; bargain, £230; exchange saloon; London area.—Box 2964. [4323

1946 M.G. Midget T.C. 2-seater black with red leather, 18,000 miles; £485.—Grove Motors, North Rd., Southall 3477. [2127

1949 1½-litre M.G. saloon, one owner, immaculate; £895.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [3040

1939 M.G. T.A. Roadster, exceptional condition; £345.—Dixon's Garage, 134 West Hill, Putney, S.W.15. Putney 0396. [3056

1939 M.G. 1½-litre 12hp sports saloon, black, light brown leather, a real treat to look at, mechanically faultless; 440gns.

DOUGLAS CAR SALES, 24, Dorset Rd., West Green Rd., Tottenham, London, N.15. Stamford Hill 7352. [4197

£150.—J2 8hp 1934 series 2-seater, red, good tyres and battery, rebored and reground crankshaft.—60, Farley Hill, Luton. [4136

M.G. 18 80 Mark II saloon, rebored, crank reground, resprayed, very fast, whole condition as new, bargain; £100.—Tel. Nottingham 45468. [4173

1947 M.G. T.C., mileage 12,000 only, spare unused, one owner, in perfect condition throughout, £545; trade enquiries welcomed.

H. C. PAUL, Ltd., 32, Bruton Place, Berkeley Sq., W.1. Mayfair 0621/2. [3706

L. P. DOVE offer: 1938 M.G. T.A. model, 4,000 miles, reconditioned engine, perfect mechanically; £325.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [4192

WALTER SCOTT, Ltd.—1935 Model M G P-type 2-seater, black, excellent condition; £245.—39, College Crescent, Swiss Cottage, N.W.3. Primrose 5914. [8274

1949 M.G. series T.C., absolutely as new, 6,000 miles only, full petrol coupons; £750.—Apply Mrs. Hammond, 41, Uxbridge Rd., Slough. Tel. Slough 22877. [1733

AUG., 1946, M.G. T.C., superb condition; £525.—Elite Motors & Fogg & Young Amalgamated 951-961, Garratt Lane, Tooting, S.W.17. Tel. Balham 2474 (4 lines) [3323

M.G

495 gns.—M.G. Midget, 1946 11hp T.C. 2-seater, black, fawn leather, good tyres, numerous extras, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

295 gns.—M.G. Midget 1936 PB 2-seater, with 8hp P.A. engine, duo red, red leather, rebored, excellent condition; terms, exchanges.—Rowland Smith, below.

225 gns.—M.G. Midget, 1934, model, 8hp J2 2-seater, red, twin wind-tone horns and numerous extras, good condition, choice of 8 M.G. Midgets; terms, exchanges.—Rowland Smith, below.

395 gns.—M.G. 1938 2-litre 4-door sports saloon, black, aluminium wheels, sliding head, red leather, carefully used, excellent condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [4099

M.G. 2-seater sports, recent major overhaul, new coachbuilt body, new tyres, recellulosed fawn, reliable, fast and extremely smart sports car; £150.—Nielsen, Hawes Rd., Bromley, Kent. Ravensbourne 2035. [4163

1937 M.G. T.A. 2-seater sports, recond. engine, 2 new carburettors, 3 new tyres, excellent condition throughout; £325.—Dudley & Cobbold Automobiles, 208, The Broadway, Wimbledon, S.W.19. Liberty 7576. [4327

NAYLOR & ROOT, Ltd.—1949 T.C. 2-seater; blue; 4,000 miles; perfect condition throughout; £675. Three months' guarantee. Choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [3859

TANKARD & SMITH, Ltd., offer 1939 M.G. 2-litre saloon, in black with beige leather upholstery, runs and looks like new, good radio, spot lamp, built-in jacks and many other extras, obviously owned by a very careful motorist who valued his car, £500, three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801/2/3. [3611

1936/7 M.G. 2-litre 4/5-seater drop-head coupe, winding windows, original bodywork finished in black with almost new light grey hood, interior in blue leather with carpets to match all equal to new, new interior lining to roof, mechanically perfect, 10 to 80 mph in top gear, 24 to 26 mpg, steering and brakes 100%, a really most attractive car that serves equally well as a closed coupe or open sports car, open to any examination or trial, delivery arranged, taxed; £245.—1, Bentley Rd., Manchester, 21. Tel. Choriton 1288. [4134

M.G. Cars Wanted

C M THE CAR MART, Ltd., wish to purchase M.G. cars.—320, Euston Rd., N.W.1. Euston 1212. [0966

ROWLAND SMITH'S, the M.G. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0948

SLOCOMBES OF NEASDEN.

SLOCOMBES.—Good clean M.G.s wanted, must be perfect condition.—269, Neasden Lane, N.W.10. Gladstone 2088. [7643

WANTED, M.G. 8-10hp 2-str; client waiting.—Details to:—

WADCOL MOTORS, 150, West End Lane, N.W.6. Hampstead 1177. [3586a

POST-WAR M.G. required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0845

URGENTLY required, good pre-war M.G.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [3960

URGENTLY wanted for client, low mileage M.G. 1½-litre saloon.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel Pad. 3075-6. [1947

URGENTLY required, 1948-9 low mileage M.G. 1¼ saloon.—Gibsons Sports Cars (Christchurch) Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [2941

MAYFAIR GARAGES, Ltd.—Balderton St. (opposite Selfridges), W.1. Mayfair 3104. Particularly want Js Ps and Ts for cash. 'Phone or write for buyer to call. [7447

RAYMOND WAY, the hire purchase specialists, are still buying M.G.s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5661

M.G. Spares and Service

THE sole London distributors for M.G. cars.

UNIVERSITY MOTORS, Ltd., 7, Hertford St., London, W.1. Tel. Grosvenor 4141. [0500

FOR M.G. mudguards, running boards, 1933/46.—Brooks, 85, Queens Rd., Brighton. [0385

MILL GARAGE (W. JACOBS & SON), Chigwell Rd., E.18. Wan. 0660. M.G. spares and service. [0486

TOULMIN MOTORS specialise in M.G. and M.G. cars only; repairs and complete overhauls all models, reconditioned engines in stock for type P, J, T and L, and N Magnettes; exchange service dynamos, starters, crankshafts, with rods, gear boxes, brake shoes, vertical drivers, rockers, stock sleeves, rocker bushes, rocker shafts, valve guides springs, valves and gaskets, with full range of M.G. spares always available; we specialise in racing spares.

WRITE or 'phone Toulmin Motors, 21, St. John's Rd., Richmond, Surrey. Richmond 3888. [0349

MORGAN

1939 Morgan 4/4; one owner only; L/U during war; low mileage; very carefully used; £335.—Box No. 2668. [3567

1948 (June) Morgan 4/4 2-seater, 6,900 miles, as new throughout; £550.—Graham, 1, Broadway, Hassocks, Sussex. Hassocks 187. [4139

BEVERLEY MOTORS will shortly have completed special 2-seater 4/4 Morgan for our customers' inspection and criticism or plain rude remarks.—Beverley Motors, Proprietor N. H. Mann, Coombe Rd., New Malden. Tel. Malden 4403. [3325

Morgan Cars Wanted

ROWLAND SMITH'S, the Morgan buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0949

RAYMOND WAY, the hire-purchase specialists, are still buying Morgan, and have unlimited cash available.—Canterbury Rd., Kilburn N.W.6 Maida Vale 6044 (10 lines) [3131

Morgan Spares and Service

MORGAN 4/4 official spare parts stockist; service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [0514

MORGANS.—All available spares in stock.—F. H. Douglass, Morgan Specialist, 1A, South Ealing Rd., Ealing, W.5. Eal. 0570. [0728

MORRIS MINOR

1949 Morris Minor saloon, 2,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [4024

£75.—1933-4 Morris Minor, usable as a 2-str. or light van, 100% condition; terms, exchanges.—Great Western Motors Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [5882

MORRIS EIGHT

MERCURY offer:

1937 Morris 8 open 4-seater tourer, in as new condition, resprayed, new hood and sidescreen, reupholstered, new floor carpets, excellent runner; £225; terms, exchanges.—Mercury Motors, 383, Northolt Rd., S. Harrow. Byron 2057. [4191

CAR MART, Ltd.

1948 Morris 8 4-door saloon, 700 miles; £645.

1947 Morris 8 4-door saloon, 17,000 miles; £560.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [4005

J. DAVY offers:—

£295.—1937 Morris 8 4-door saloon, black with red leather upholstery, moderate mileage, 2 owners.

J. DAVY CAR SALES, 9, Logan Place, Earls Court Rd., W.8. Western 6493. [3346

J. CORYTON, Ltd.

£535.—1947 (August) 8hp Morris 2-door sun saloon, black/brown interior, 16,000 recorded mileage, one previous private owner, several extras fitted, exceptionally good condition and mechanically guaranteed.

139/149, Fulham Rd., South Kensington. Ken. 1410. [3877

PALMERS MOTORS offer:—

1939 Morris 8 saloon, excellent condition; £325.

1938 Morris 8 saloon, excellent condition; £275.

1938 Morris 8 tourer 4-seater, excellent condition; £245.

THE above cars guaranteed, exchanges and deferred terms.—53, York St., Twickenham. Popes Grove 1890, 7087. [4067

349 gns.—1940 Morris 8 4-door de luxe saloon, superb condition.—Below.

225 gns.—1938 Morris 8 4-door de luxe saloon, excellent condition.—Autosnips, 5, Balham High Rd., Balham 1509. [4025

1948 (Nov.) Morris 8 4-door fixed head saloon, negligible mileage; £720.—Box 2967. [4330

1938 Morris 8 saloon, condition immaculate.—To view, Lockwood, Half-way, Walton 2824. [4110

1939 Morris 8 saloon, excellent condition; £295.—Grove Motors, North Rd., Southall 3477. [2129

£225.—Morris 8 2-dr sln 1936, black with red leather, really exceptional condition throughout.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066/7. Open Mon. to Sat. 9-6 (50 yrds Holland Park Tube). [3594

1938 Morris 8 de luxe saloon, in nice order throughout; 179gns; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [4307

CONWAY MOTORS; £425.—1946 Morris 8 saloon, sun roof, leather upholstery, carefully used, nice condition.—301, Goldhawk Rd., W.12. [4033

1948 Morris 8 saloon, 4-door, sliding head, 3,000 miles, as new; £585.—Wards of Putney, 72, West Hill, S.W.15. Putney 7422. [3686

1938 Morris 8 2-str.; new upholstery covers; fine order; £240.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [3863

1937 (model) Morris 8 saloon de luxe, blue, excellent throughout; £200.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051. [3139

MORRIS 2-seater Series 1, excellent condition, engine overhauled; £175.—John W. Whalley, London Road, Bishop's Stortford. Tel. 181 & 182. [3526

425 gns.—Morris 8 (May, 1946) 2-door saloon, black, sliding head, brown leather, one owner, very good condition; terms, exchanges.—Rowland Smith, below.

195 gns.—Morris 8 1937 saloon, black, one owner, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [4089

1948 (November) Morris 8 4-door saloon, in grey, absolutely unmarked inside and out, speedometer reading 3,600; £595.—Jack Rose Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [2995

1948 Morris 8 4-door saloon, fitted with radio; this car is indistinguishable from new, inspection and trial invited; £575.—Wembley Court Motors, High Rd., Wembley. Tel. Arnold 5221. [4248

8hp saloon, 1948, 541 miles only, black, with brown upholstery, faultless and unblemished, guarantee; 599gns.—Highly recommended by H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [3943

TANKARD & SMITH, Ltd., offer 1948 Morris 8 4-door saloon, in black with brown leather, genuine 10,000 miles only, as new throughout; also 1946 two-door saloon, genuine 15,000 miles; also 1939 two-door, in black with brown leather, believed to be genuine 31,000 miles, immaculate; also 1939 4-seater open tourer in green, original condition throughout also many earlier models from £250, three months' written guarantee also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801/2/3. [3606

Morris Eight Cars Wanted

POST-WAR Morris 8 required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0846

Morris Eight Cars Wanted

C M THE CAR MART, Ltd., wish to purchase Morris 8 cars.—150, Park Lane, W.1. Grosvenor 3434. [0967

WANTED, pre-war Morris 8 saloon.—Smith, 28, Chester Mews, S.W.1. Hen. 3529. [9675

MORRIS 8 saloon post-war.—Mac, 12, Brambledown Rd., Wallington, Surrey. Wallington 6397. [4186

ROWLAND SMITH'S, the Morris 8 buyers.—Hampstead High St. (Hampstead Tube), Hampstead 6041. [0976

1947/48 Morris 8 saloon wanted, low mileage, in first-class condition.—Munn, 32, Mackeson Rd., N.W.3. [3238

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5662

MORRIS TEN

CAR MART, Ltd.

1946 Morris 10 saloon, 18,000 miles; £595.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [4006

H. A. SAUNDERS, Ltd., offer:—

1948 Morris 10hp saloon, 10,000 miles; £695.

1947 Morris 10hp saloon, 14,000 miles; £635.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [3744

1946 Morris 10, immaculate condition, low mileage; £545.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 0254. [4180

1939 Morris 10, excellent condition; £325.—Tel. Avenue 4736 [4154

£255.—Morris 10 close coupled fixed head coupe, nearly new tyres, heater, Notek, 1936 but very sound and smart

THE ARMITAGE MOTOR CO. (WESTMINSTER), Ltd., 213-219, The Broadway, Wimbledon, S.W.19 and Wilton Mews, Grosvenor Place, S.W.1. Liberty 4390.

1948 (July) Morris 10, low mileage, perfect, taxed; £665.—Bruce France, 8A, Cromwell Mews, South Kensington. Fla. 0513. [3652

1939 series M. Morris 10 saloon, reconditioned throughout; £400.—Lyne, Frank & Wagstaff, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [2304

10hp saloon, 1948, 12,000 miles, one owner, exceptional condition; £695.—Recommended by H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [3944

Morris Ten Cars Wanted

C M THE CAR MART, Ltd., wish to purchase Morris 10 cars.—320, Euston Rd., N.W.1. Euston 1212. [0968

MORRIS 10, low mileage, good condition, full particulars.—89, Stevens Rd., Tunbridge Wells. [4346

ROWLAND SMITH'S, the Morris 10 buyers.—Hampstead High St. (Hampstead Tube), Hampstead 6041. [0977

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 10, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5663

MORRIS TWELVE

125 gns.—Morris 12 1936 Series II de luxe 4-door saloon, black, sliding head, maroon leather, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [4090

£395.—1939 Morris 12 de luxe saloon, bodywork very clean, no rusting or deterioration, interior leather really excellent, whole car gives good performance and should give years of trouble-free motoring at little or no cost; comprehensive 3 months' written guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Caxton Rd., N.22. Bowes Park 4144, 4297. [4215

Morris Twelve Cars Wanted

ROWLAND SMITH'S, the Morris 12 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0978

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Morris 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5842

MORRIS FOURTEEN

290 gns.—1938 Morris 14hp de luxe saloon, black, leather upholstery, good tyres, one owner, perfect order; £100 deposit.—George Clarke (Motors), Ltd., 276-278, Brixton Hill, S.W.2. Tulse Hill 3211. [3188

MORRIS SIXTEEN

1936 Morris 16 saloon, blue and black, in splendid condition throughout, any trial; bargain, £225.—Wembley Court Motors, High Rd., Wembley. Tel. Arnold 5221. [4247

MORRIS OXFORD

1949 Morris Oxford saloon, green, 7,000 miles; £900.—Kelly, Finchley 0174. [4167

1949 Morris Oxford saloon, small mileage.—Jack Olding, Ltd., North Audley St., W.1. Mayfair 5242. [3823

ALMOST new Morris Oxford, late the property of foreign queen, right-hand drive, guaranteed indistinguishable from new, £935; fullest particulars on application.—R. S. Mead, 42, Queen St., Maidenhead. Tel. Maidenhead 2642. [2437

MORRIS MISCELLANEOUS

JARVIS & SONS, Ltd., offer, 1948 Morris de luxe, low mileage, £695; also 1947 (November), £625; also 1946 (November) Morris 8 4-door, good tyres, £495.—Morris House, Morden Rd., S.W.19. Liberty 4858. [7651

TANKARD & SMITH, Ltd., offer the choice of many Morris 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0379

MORRIS MISCELLANEOUS

MORRIS cars, 8hp and 10hp, 1947 and 1948 models, in nice condition, always available; ask us to send you full particulars.—Maudes of Norwich, Ltd. (Morris distributors), 106-110, Prince of Wales Rd., Norwich. Tel. Norwich 20541. [0105

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0979

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Morris retailers, require cars in first-class condition. Mayfair 5242. [0614

CHARLES RICKARDS, Ltd., wish to purchase good pre-war Morris cars.—56, Bayswater Rd., W.2. Paddington 1820. [3622

URGENTLY wanted, good condition Morris cars.—Brown's Garage, 3 minutes Loughton Tube Station, 199, High Rd., Loughton, Essex. Loughton 4119. [1932

Morris Spares and Service

FOR Morris mudguards, running boards, 1930/46.—Brooks, 85, Queens Rd., Brighton. [0384

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, for Morris spares, sales and service, 209, Balham High Rd., S.W.17. [0521

OLDSMOBILE

DISTRIBUTORS (RAWLENCE), Ltd., Sales Service and Spares, Blindley Heath Garage, Nr. Lingfield, Surrey. Tel. Lingfield 330-1. [0113

1949 6-cylinder Oldsmobile drop head foursome coupe, power operated hood, hydramatic drive with overdrive, absolutely faultless, luxurious extras; £2,550.—Crawley. Western 6015. [4146

Opel Cars Wanted

ROWLAND SMITH'S, the Opel buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041. [0980

PRIDE & CLARKE, Ltd., the Opel distributors, offer immediate cash payment for all models.—237 Brixton Hill, S.W.2. Tul. 3664. [6099

Opel Spares and Service

PRIDE & CLARKE, Ltd., new brake and clutch linings, valves, springs, piston rings, fibre timing wheels; quotations.—158, Stockwell Rd., S.W.9. Bri. 6251. [0733

MAYNER MOTORS, Ltd., distributors; Opel spare parts and reconditioned engine service.—Woodside Rd., Southbourne, Bournemouth. Tel. Southbourne 327 and 160. [3477

PACKARD

CAR MART, Ltd.

1939 Packard Super 8 7-seater limousine, 5,000 miles; £1,795.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [4007

PHILIP RICKARDS, Ltd., offer:—

1947 Packard Clipper, grey, mileage 14,000.—4, Brick St., Park Lane, London, W.1. Gro. 4772/3. [3919

JOE THOMPSON (MOTORS), Ltd., offers:—

SPECIALLY built Packard touring station wagon with 160in wheelbase, seats 9; this is a new car registered 1948, £10 tax, finished in golden tan with red leather and plush seats, the interior is like a luxury coach, spacious luggage accommodation and fitted with radio; it is difficult to describe this particular car, but can assure you that it is one of the most attractive and outstanding vehicles of its kind on the road; an ideal car for a touring company, also from a publicity angle; further details can be had upon application.

1948 Packard super convertible, all-electrically operated hood, seats and windows; lavishly equipped.

1939 sedanca de ville 32.5hp Super 8 de luxe, very low mileage, special English body, an outstanding car.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858.

1939 Packard limousine, 32,000 miles, practically as new.

1938 Packard 5-passenger saloon, exceptional condition.

1936 Packard limousine, privately owned, exceptional condition.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [7389

PACKARD 1937 34hp, grey, new condition.—Wright's Motors, Rickmansworth 2214. [3548

PACKARD Clipper, left-hand drive, imported and licensed in 1946; 27,000 miles; a magnificent car; £1,200.

THE HINDHEAD MOTOR WORKS, Ltd., Hindhead, Surrey. Tel. Hindhead 663. [3572

£895.—1938 (reg. 1947) Packard Super 8 limousine), 8-seater, long chassis, division face forwards, etc., unworn tyres.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [4303

1937 Packard Six 26hp saloon, first-class condition, taxed; £335.—Corbitt & Taylor, 26, Conduit Mews, W.2. Amb. 6049. [3770

1937 Packard 34hp saloon, black, one owner, chauffeur-kept, engine overhauled, new springs and tyres; £300.—Box 2957. [4317

1936 Packard swept tail limousine, genuine 43,000 miles, absolutely immaculate.—R. C. Mortlake, 253, Kensal Rd., London, W.10. Ladbroke 3155. [3410

1939-40 Packard, as new, respraved, reupholstered, immaculate condition; £575.—Simpsons Motors (American car specialists), Wembley 3903. [2324

A SELECTION of approved late model Packard cars is offered by the sole concessionaires, Messrs. Leonard Williams & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400. [0282

1936 Packard 33 Super Eight Limousine, 8-seater 1 owner, 60,000 miles, engine rebored, full history known; £695.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [2862

295 gns.—Packard 8 June, 1936, 27hp 120 4-door touring saloon, dark green, sliding head, fawn cloth, very good condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4091

PACKARD

57 hp V.12 1935 Packard saloon with division, run only 14,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [3717

LIMOUSINE, 1936, swept tail, Super Eight, partition, widest occasionals, privately owned. £695.

LIMOUSINE, 1937, partition, widest forward occasionals, leather throughout, privately owned, black. £795. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [3898

Packard Cars Wanted

CASH immediately for good Packard.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [3975

ROWLAND SMITH'S, the Packard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0981

HIGH-CLASS low mileage modern American cars urgently required; immediate payment and inspection.

ROY GALWAY, Ltd., 21, Farm St. London, W.1. Tel. Gros. 4747. [0751

7-SEATERS private Limousines required, cash waiting. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [2886

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858. [9834

PACKARD straight eight saloon 7-seater, with partition, immaculate condition, 32hp, tax £10 per year.—Newington, Brenchley, Kent. [4358

Packard Spares and Service

LEONARD WILLIAMS & Co. (1940), Ltd., sole Packard concessionaires, Great West Rd., Brentford, Middlesex. Tel. Ealing 3400. [0469

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858. [4331A

PONTIAC

SCUDDER & WALL, offer:—

£210.—Pontiac 1937 28hp convertible, fitted radio heater, twin path lamps; this car will be respraved to purchaser's choice of colour.

PART exchanges welcomed.—33, Marylebone Lane, Wigmore St., London, W.1. Welbeck 8065. [4060

Pontiac Cars Wanted

HIGH-CLASS low mileage modern American cars urgently required; immediate payment and inspection.

ROY GALWAY, Ltd., 21, Farm St. London, W.1. Tel. Gros. 4747. [0750

RACING CARS

ALLAN ARNOLD offers for sale his special type 51 Bugatti, in immaculate condition and with many spares.

OFFERS to William Arnold, Ltd., Manchester, 13. Ard. 4361-7. [3577

COOPERS GARAGE (SURBITON), Ltd., of Surbiton. Tel. Elm. 3346, are the sole concessionaires for Great Britain of the Cooper 500 and 1,100cc formula racing cars. [0821

8/80 racing J.A.P. engine, complete with carburettors and two B.T.H. magnetos, as fitted to last season's 1,100cc Coopers, perfect condition; details and offers around £100 to—Stelfox, 87, Holywell Ave., Whitley Bay, Northumberland. [4128

500-1,000cc Cooper racing car, ex-1948 Grand Prix winner, body specal anodized gold finish, all scrutineered parts chromium plated, complete with 500 cc J.A.P. engine and all fittings for 1,000cc engine, including spare set of new racing tyres; £550.—Popesgrove 7447-7030. [2540

RAILTON

A-ONE MOTORS (LONDON), Ltd., offer:—

RAILTONS 28hp Cobham saloon (1938/9), Fairmile coupe (1938); Claremont drop-head coupe 4-5-seater, 1937; Salmon Hudson foursome d.h. coupe, 1938; Carlton Hudson foursome d.h. coupe, 1937; many others; prices to suit all purses.—Tel. Victoria 8285. [4295

£395.—1938 Railton 17hp black and chrome sports saloon, hide interior, unworn tyres, exceptional condition.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [4299

1939 (March) Railton semi-razor-edge saloon in exceptional condition throughout, mileage approximately 33,000; £500.—Box 2986. [4387

RAILTON drop head foursome coupe, July 1935, in very good condition, three new tyres, many special features, fast and attractive; £200.—Box 2806. [3490

MAJOR J. P. S. BARBER, 65, Linden Gardens, W.2. Bayswater 6753.—All models up to 1947, 17hp, 21hp, 28hp, coupes, saloons, tourers, from £99. [5814

1935 Railton drop head foursome coupe, immaculate condition, mechanically perfect, coachwork perfect, exceptional car, fitted radio, spotlight and other extras; car that really has to be seen to be appreciated; £335.—Simpson's Motors, American Car Specialists. Tel. Wembley 3903 [8137

Railton Cars Wanted

CASH immediately for good Railton.—H. F. Edwards, 28, Upper High St., Epsom 9400. [3987

RENAULT

RENAULT cars, spare parts, repairs & service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656.

1939 Renault 8 de luxe saloon, guaranteed; £270.—Below.

1938 Renault 12-4 drop head foursome coupe, guaranteed; £255; payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7780. [4055

RENAULT.—The following cars with others carry our usual guarantee service. Established 1909:—

RENAULT 26hp 1939 big six-seater saloon; £395.

RENAULT 12.1 1939 5-str. saloon, taxed; £325.

RENAULT 17.9 1939 saloon de luxe; £350.

RENAULT 13.9 1935 saloon de luxe, taxed; £125.

WELHAMS Renault Sales Service, Surbiton Hill Rd., Surbiton. Elmbridge 1873. [0126

1947 Renault 9 4-door saloon, guaranteed; £470; payments.—Chefil Court Garage, Manor St., Chelsea. Flaxman 5161. [3849

1939 Renault 12 saloon; grey with blue leather trim; very excellent all-round cond.; £315.—King's Motors, 1, High St., Hounslow. Tel. 3532. [4368

RENAULT

245 gns.—Renault 12 1939 model 4-door touring saloon, black, sliding head, green leather, very good condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4092

Renault Cars Wanted

ROWLAND SMITH'S, the Renault buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0982

WELHAM'S RENAULT SALES SERVICE purchase all models.—Surbiton Hill Rd., Surbiton. Elmbridge 1873. [0127

RILEY

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

RILEY 2½-litre saloon (first registered Nov., 1948), mileage 11,800, colour maroon, cloth/leather upholstery, an outstanding motor car; £1,475.

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [3801

CAR MART, Ltd.

1947/8 Riley 1½-litre saloon, 11,000 miles; £1,075.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [4008

H. A. SAUNDERS, Ltd., offer:—

1948 Riley 1½-litre saloon, black, radio, 8,000 miles; £1,095.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [3751

ACLAND & TABOR, Ltd., offer:—

1947 2½ Riley saloon, 15,000 miles, black, green leather, as new; £1,150.

APPLY North Road Garage, Welwyn. Tel. Welwyn 481. [3700

1947 Riley 2½-litre, 8,000 miles.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [1352

CHARLES FOLLETT, Ltd., offer:—

1948 Riley 2½-litre saloon, black, green leather, one owner, 15,000 miles, excellent condition throughout; £1,350.

18, Berkeley St., W.1. May. 6266.

SERVICE, Works and Stores, 12 Wellesley Av., W.6. Riv. 1413. [4116

WARWICK WRIGHT, Ltd., offer:—

1948 Riley 2½-litre saloon, black, fawn cloth, 7,000 miles; £1,495.

1948 Riley 1½-litre saloon, black, fawn cloth, 8,000 miles; £1,145.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [4020

CHIPSTEAD MOTORS, Ltd.—See under Sports Cars column advert. No. 3826. [3829

AERODYNAMIC 1½-litre streamlined roadster coupe (reg. May, 1948), ivory and red.

CHIPSTEAD MOTORS, Ltd., The Onslow Garage, 197, Fulham Rd., London, S.W.3. Flaxman 0062. [3836

FOR pre-war Rileys consult Browne & Sons, Motor Engineers, Loddon, Norfolk. Tel. 315-316. [3540

SUSSEX specialists for reconditioned Riley cars; repairs, spares.—Lewes Motors, Ltd., Lewes.

1936 Riley Adelphi saloon, 14.2hp, maintained by enthusiasts, in perfect condition; £365.

HILLINGDON MOTORS, 325-7, Long Lane, Western Ave., Hillingdon. Tel. Uxbridge 412. [3768

BEARTS, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348.

RILEY 2½-litre, Jan., 1949, 2,500 miles only, in beautiful condition; £1,495.—Lee & Trigg, Ltd., Esher 1234. [4138

NORMAN ROUNDHILL, Ashtead, offers 1936 Riley 1½-litre Falcon, sound condition throughout; £225.—Tel Ashtead 34. [2542

RILEY Kestrel 1937 saloon, lovely condition throughout, owner must sell; £245, quick sale.—Tel. Nottingham 45468. [4174

PERFORMANCE CARS, of 21, Daleham Mews, Belsize Lane, N.W.3 (Ham. 6707), offer with 3 months' written guarantee:—

1935 1½-litre Falcon saloon, perfect mechanically, recellulosed, £225; 1931 Riley 9 4-seater, £110; exchanges, terms; all spares stocked. [4256

7000 miles.—1949 (Jan.) Riley 2½-litre saloon, black; (trade enquiries only please).—Ernest Sutton, Cleeve Hill (Glos.) 95. [3906

RILEY 12 Falcon saloon, 1935, Wilson gearbox, sound running order; £170 or near offer; write—Box 683, Reynells', 44, Chancery Lane, W.C.2. [3654

RILEY Imp, 9 hp (famous sports two-seater model), outstanding condition, performance, appearance; £325; terms, exchanges.—Primrose 2647. [3555

1937 Riley 1½-litre special Sprite saloon, guaranteed; £375; payments.—Chefil Court Garage, Manor St., Chelsea. Flaxman 5161. [3848

GORDON CARS (LONDON), Ltd.—1948-9 Riley 2½-litre saloon, green, 5,000 miles only.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [3812

RILEY Falcon 1½-litre, 1935, maroon, recently reconditioned; £250, nearest offer.—2, Holmwood Gdns., Wallington, Surrey. Wallington 3014. [4156

1938 Riley 6-light saloon, 2½-litre one owner, good condition, exceptional value; £395.—Jennens Bros. Motors, Ltd. Sutton Coldfield. [8725

RILEY Kestrel Sprite 1½-litre 1937 saloon, complete overhaul, one owner, conditioned as new throughout.—To view, Lockwood, Half-way, Walton 2824. [4109

£155 or by instalments.—Riley Kestrel 14hp saloon, 1933; 3 months' written guarantee; £155.—Stuart Wilton, 353, Finchley Rd., N.W.3. Hampstead 5712 and 8532. [4222

£1075.—1947 2½-litre Riley saloon, black and brown, taxed, windscreen defroster, 12,900 miles, spare unused.—Woking Motors (Maybury Hill), Ltd. Woking 1928. [3037

RILEY

1½-litre saloon, 1948, finished maroon, 1 owner, 12,000 miles, fitted loose covers; £1,095.—Recommended by H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11 Speedwell 0011. [3945

RILEY 1947 2½ mileage 10,000, black, red leather; car is in very fine condition and its performance well above average; offers.—Maxwell, 3, Belsize Court, N.W.3. Tel. Hampstead 1545. [3636

225 gns.—Riley 9 1935 model Kestrel 4-door saloon, black, green wheels, sliding head, leather upholstery, preselector, very good condition; terms, exchanges.—Rowland Smith, below.

245 gns.—Riley 15/6 1936 model 4-door Falcon saloon, black, sliding head, blue leather, preselector, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4093

250 miles only.—1949 Riley 2½-litre saloon, black, brown leather, heater, etc., as brand new.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central N.W.4 Hendon 2146. [3811

1949 2½-litre Riley black saloon, green leather, 100 type engine, in beautiful condition, chauffeur-kept; £1,350.—Holmes, Wayside, Redden Court Rd., Harold Wood, Essex. [4119

1947 (Nov.) Riley 1½-litre saloon, black with all red leather, genuine 9,000 miles, as new; £945; 1947 (April) Riley 2½-litre saloon, black with all green leather, 12,000 miles, as new; £1,050.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [2938

1937 type Riley 12hp Falcon saloon, engine very recently reconditioned, new tyres, whole car in immaculate condition and carefully used; £325 cash, or terms could be arranged; open 9-8 week-days.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [3762

£425.—1938 1½-litre Riley Kestrel saloon, very attractive 6-light Kestrel sports saloon body, finished in black with cream leather interior, single carburettor engine and preselector box, good tyres all round and fitted with Ace discs, twin spotlights, hooters, etc.; terms, exchanges.—Birkett Motors, Ltd., 121, Barking Rd., E. Ham. Grangewood 4314. [3756

Riley Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3434. [0969

ROWLAND SMITH'S, the Riley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0983

LONDON CARS require several post-war Rileys.

LONDON CARS, 2 & 3, Grosvenor Parade, Uxbridge Rd., Ealing Common, W.5. Acorn 1212. [4227

GATEHOUSE MOTORS are regular buyers of good clean Riley cars.

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [3780

POST-WAR Riley required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0847

URGENTLY required, good pre-war Riley.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [3977

LIGHT CAR Co., of Derby, require: 1947 Riley 1½ and 2½ saloons.—The Motor Showrooms, Derby. Tel. 3658. [2922

BLAKES, Riley distributors, will purchase any non-Covenant Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7735

JACK ROSE, Ltd., require low-mileage Riley cars.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [7672

Riley Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0238

BOON & PORTER, Ltd.,

RILEY distributors.—Spares and specialised service.—Castelnau, Barnes, S.W.13. Riverside 4444. By Hammersmith Bridge. [0147

FOR Riley service consult the Riley specialist.—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 0961). [0472

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2234-5. [0246

WARD & Co. (PUTNEY), Ltd., coach and mechanical repairs, quick and efficient service.—38, Felsham Rd., Putney, S.W.15. Put. 5731-2-3. [0892

REX NEATE, Shamblehurst Lane, Botley, Southampton, specialised Riley service, large stocks of spares; prompt attention.—Enquiries to Botley 132. [8560

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1931 20-25 limousine by Maythorne, any trial or examination for above vehicles.

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1938 Rolls-Royce 25/30 sports saloon by Hooper, owner-driver without division, black with brown leather, H.M.V. radio.—Caffyns, Ltd., Worthing 2340. [3689

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AN exceptionally fine 1934 25hp Rolls-Royce owner-driver saloon by Mann Egerton, virtually as new throughout; £850.—White Cottage, Hyde Heath, Amersham, Bucks. Chesham 254. [4141

LIMOUSINES, 1933-1939, 20/25hp and 25/30hp, roomy 7-seaters, small mileages, from 1,000gns; exchanges, hire purchase.—Lawton-Goodman, 36 North Audley St., W.1. Mayfair 3360. [8217

ROLLS-ROYCE Phantom III full 7-seater Hooper limousine, £10 tax, complete overhaul, superb condition; £1,495.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557-6970. [9612

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1935 Rolls-Royce 25hp fitted with Thrupp & Maberly 4-door sports saloon the whole car immaculate condition throughout; £1,400; exchanges. —A. H. Gold & Sons, Welwyn, Herts. Codicote 227. [1082

25hp Rolls-Royce fixed head coupe by Thrupp & Maberley, maintained by Rolls-Royce, recent extensive overhaul, an immaculate car; offers invited, or would exchange, with cash adjustment, for 4¼-litre Bentley.—Dobson's Motors, Bude. Tel. 359. [4171

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£695.—1946 Rover 10 saloon, grey, with brown leather interior, very nice condition throughout, most probably the cheapest post-war Rover offered; terms, exchanges.—Birkett Motors, Ltd., 121, Barking Rd., E. Ham. Grangewood 4314. [3482

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£325.—1938 Rover 12 6-light family saloon, black, green leather interior, good tyres and in good order throughout; terms, exchanges.—Birkett Motors, Ltd., 121, Barking Rd., E. Ham. Grangewood 4314. [3757

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ROVER 16, 6-light saloon, December, 1946, first register 1947, in new condition, low mileage, colour black with brown leather upholstery; H.M.V. radio; £1,050.—84, Allestree Lane, Derby. [4361

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1948 Rover 75 model saloon, black, green leather upholstery, 8,000 miles, one owner, as new. —Godfrey Davis, Ltd., Neasden Lane, N.W.10. Gladstone 6474. [5156

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C
M
THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3434. [0971

Rover Cars Wanted

HENLYS, Ltd.,

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287).

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444).

GREAT WEST RD. (Ealing 5477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0030

ROWLAND SMITH'S, the Rover buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0985

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, pre-war and post-war Rover cars; offers appreciated.—Portamouth Rd., Guildford. Tel. 62907. [6138

WANTED, post-war Rovers, all models.—Send details to:—

ARNOLD G. WILSON, Ltd., 232, Harrogate Rd., Leeds, 7. Tel. 41014-5. [0021

URGENTLY required, good pre-war Rover.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [3978

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Rover retailers, require cars in first-class condition. Mayfair 5242. [0816

ALBONS of Barking purchase for cash post-war Rover cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0464

BLAKES, Rover agents, will purchase any non-Covenant Rover car.—10, Bold St., Liverpool, 1. Tel. Royal 6622. [7736

JACK ROSE, Ltd., require low mileage Rover cars.—Jack Rose, Ltd., Stafford Rd., Wallington Surrey. Wallington 6677-8. [7675

URGENTLY wanted, good condition Rover cars.—Brown's Garage, 3 mins. Loughton Tube Station, 199, High Rd., Loughton, Essex. Loughton 4119. [2441

DAVID ROSENFIELD, Ltd., Rover Distributors, are anxious to buy small mileage out-of-covenant Rovers.—76, Deansgate, Manchester. Tel. Deansgate 5455. [0554

RAYMOND WAY, the hire-purchase specialists are still buying pre-war Rovers, any models, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5843

Rover Spares and Service

R. P. POWELL (MOTORS) Ltd., East London main dealers for Rover sales service and spares.—321, Romford Rd., Forest Gate E.7. Maryland 4818-9. [0403

R. H. COLLIER & Co., Ltd., South Yardley, Birmingham distributors, carry one of the largest stocks in the country, comprehensive spares and repairs service. Tel. Aco. 1681. [0268

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stocks available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0555

SINGER

CAR MART, Ltd.

1949 Singer 9 Roadster, 3,000 miles; £635.

1948 Singer Super 10 saloon, 3,000 miles; £725.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [4010

OVERSEAS CARS, Ltd.

1947-8 Singer 10 saloon, maroon, excellent condition throughout; £625.

OVERSEAS CARS, Ltd., 221, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [3036

WADDINGTON MOTORS, Ltd., offer:—

1939 Singer 9 saloon, excellent condition, ideal holiday car; £330.—Fortune Green Rd., N.W.6. Ham. 2211. [4295

GORDON CARS (LONDON), Ltd.—1947 Singer 9 Roadster, red, 13,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1947 Singer 9 Roadster, black, 15,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [3816

SPORTS 4-seater Singer 9, finished blue with silver, knock-off wheels, very well maintained throughout; £225.

WADCOL MOTORS, 150, West End Lane, N.W.6. Hampstead 1177. [3584

235 gns.—1939 Singer 10 de luxe saloon, good condition.—Autoships, 5, Balham High Rd., Balham 1509. [4027

1939 Singer roadster, black, good condition; £285; seen week-end.—Austin, 45, St. Patricks Rd., Coventry. [4159

1949 Singer Super 12 saloon, 6,600 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [3719

£195—1934 Singer Le Mans roadster, immaculate throughout.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. [3929

£195—Singer Bantam 1938 de luxe saloon, good condition, taxed.—K. & N. Motors, 94, Lanark Rd., W.9. Cun. 8636. [3342

S.M. 1500 saloon, Oct. 1949, 2,300 miles, B.M.T.A. permission to sell, Covenant to sign.—The Singer Distributors, 140, Golders Green Rd., N.W.11. Speedwell 0011. [3947

10 hp saloon, 1948, one owner, low mileage, black, with brown leather upholstery, faultless condition; £675.—Recommended by The Singer Distributors, 140, Golders Green Rd., N.W.11. Speedwell 0011. [3946

£295—1940 (June) Singer 9 sports roadster, red, new hood, taxed, immaculate; terms, exchanges.—Great Western Motors, Ltd., 6-8 Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [3890

1934 1½-litre Singer sports, immaculate condition, mechanically perfect, car that has had a lot of money spent on it, mechanically and coachwork, has to be seen to be appreciated; £235.—Simpson's Motors (American car specialists) Wembley 3903. [3953

SINGER

195 gns.—1935 Singer 9 Le Mans sports saloon, maroon, cream, good performance and condition throughout; taxed.—Box 2892. [3631

295 gns.—Singer 9 Oct., 1939, Sports Roadster, black, red leather, new hood, good condition; terms, exchanges.—Rowland Smith, below.

545 gns.—Singer Super 10 Nov., 1947, de luxe 4-door saloon, black, sliding head, good tyres, one careful owner, small mileage, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4095

Singer Cars Wanted

ROWLAND SMITH'S, the Singer buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0988

POST-WAR Singer required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0848

ANY model Singer purchased for cash.—Victor Horaman, Ltd., 79, Renshaw St., Liverpool. Tel. Royal 5861. [2440

SINGER 10-12hp post-war saloon required, or would consider roadster model.—Angior, 140, Golders Green Rd., London, N.W.11. [0532

RAYMOND WAY, the hire-purchase specialists, are still buying Singers, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.8. Maida Vale 6044 (10 lines). [3129

Singer Spares and Service

AUTOMENDERS are specialists in Singer service and overhauls.—Automenders, Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754

GORDON CARS (LONDON), Ltd., the London Singer distributors, for spares, repairs, and service.—St. Albans Lane, Golders Green, N.W.11. Speedwell 4701-2.

SINGER spare parts for 9, 10 and 12hp 1936/1949 models; please quote chassis No.—Singer Distributors for Somerset and S. Glos.—Allens of Bristol, Berkeley Square, Bristol, 8. Tel. 22514. [0217

SPORTS CARS

BLAKES,

THE Northern Sport and

RACING Car Specialists,

BUY and sell racing and sports cars of all types; specialists in vintage Bentleys; write for lists and quotations.

J. BLAKE & Co., Ltd.,

110, Bold St., Liverpool.

ROYAL 6622. 'Grams: Autocar, Liverpool. [4000

B. & G. MOTORS offer:—

£168—Riley 9 March Special open sports 4-seater, taxed, polychromatic silver blue, excellent all-weather equipment, quick filler caps, stoneguard, fold-flat screen, slab tank, etc., engine just fitted new camshaft.

£165—Alvis 12.60 open sports 2-3-seater, blue; goes like the clappers and handles really nicely, fold-flat screen, excellent tyres.

£139—Austin 747cc Ulster model 2-seater, British racing green, originally supercharged but now running unblown. Aero screen, outside exhaust, pressure fed crankshaft, etc., smart, fast, reliable and economical car.

B. & G. MOTORS, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [3931

SCUDDER & WALL, offer:—

£68—Jowett 7 4-seater tourer, 1930, new hood and sight screens, very economical and lively little car.

£85—Talbot 75 18hp 1934 4-door saloon, sun roof, very nice motor.

£85—De Dion special 10hp 2-seater, registered 1950, £10 tax, equally suitable for trials or road use, stark but attractive little car with quite a lot of history.

£200—Red Label Bentley 3-litre 1925, very attractive 2-seater body with dickey, cycle type wings, excellent mechanical condition throughout, an example of a much-sought-after conveyance.

WE are always happy to purchase reliable vintage and sports cars.

OPEN all day on Saturdays.

PART exchanges welcomed.—33, Marylebone Lane, Wigmore St., London, W.1. Welbeck 8065. [4061

DICKS CAR SALES offer:—

1949 (November) Austin 7hp Humming Bird roadster, 1,300 miles only, under list; £375.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [4243

RAYMOND WAY, the hire purchase specialists.

RAYMOND WAY, of Kilburn.

50 sports cars of all types under £300.

5% discount for cash customers.

CARS and motor cycles wanted in part exchange

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6 (150 yds. Kilburn Park Station, Bakerloo Line). Mal. 6044 (10 lines). [3577

CHARLES RICKARDS, Ltd., the house of standing and repute.

1938 Frazer Nash-B.M.W. type 328, magnificent condition throughout and passed by A.F.N., Ltd.; £850.

56 Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [3617

BUGATTI Type 43 open sports, hood, wipers, all-over tonneau, very well shod, fine performance; £500.—Box 2702. [2747

£180—9hp Riley Kestrel, special series engine, new batteries, etc., thoroughly tiptop mechanical order.

£165—12hp M.G. sports tourer, really first-class runner.

£75—Austin 7hp tourer, new hood, screens, reupholstered, new mats.

£55—8/18 Talbot 2-seater, maintained by enthusiast, original condition, excellent hood. See under Alvis.

ALTON GARAGE, the Alvis people, Upbrook Mews, Craven Rd., Paddington 0385. [4054

SPORTS CARS

£65.—Sunbeam Sports tourer.—See under Vintage Cars, Advt. No. 4359. [4360

TALBOT 65 14hp sun saloon, one owner since new, original paint, excellent tyres, all original tools, taxed; £120.—Below.

LEA-FRANCIS 12hp Hyper 2-seater sports, supercharged, special metal body, all tyres good, spare engine; car has been crashed at front end; engine and radiator O.K., and will be sold to enthusiast who can spare time to rebuild for £40.—Below.

LANCIA LAMBDA (seventh series) 4-seater tourer, in original condition with 4 spare covers and tubes, taxed; £140.—Below.

SIX 5.50 or 600×20 new R.W.K.O. well-base wheels, suit Lagonda or Delage D.I.S.S., silver colour; £8 the set.—Evans, 79, St. Andrew's Rd., Ilford, Essex. Val. 6260. [3623

PERFORMANCE CARS, of 21, Daleham Mews, Belsize Lane, N.W.3 (Ham. 8707), offer with 3 months' written guarantee:—

1927 Bentley Red Label tourer, V.D.P., outstanding, £325; 1925 Bentley Red Label tourer, V.D.P., £275; 1937 Jaguar 2½-litre sports tourer, apple green, magnificent car, £285; 1936 Daimler 20hp drop head, pearl grey and maroon mohair, £235; 1930 Lagonda 2-litre, low chassis, 4-seater, £250; 1936 Auburn supercharged drop head fourseater, £185; 1935 Auburn supercharged utility (commercial), faultless, £110; 1935 Ford V.8 drop head, £185; 1935 Ford V.8 Jensen four-seater, telecontrols, £185; 1939 Steyr 18hp drop head foursome, £250; 1935 Alvis Silver Eagle saloon, £110; 1933 Alvis Firefly tourer, £150; 1934 Singer 9 coupe, £140; 1932 Talbot 14, £65; 1930 Armstrong Siddeley 15hp coupe, crash box, £65; 1934 Morris Oxford tourer, £65; immediate insurance, hire purchase on all cars. [4255

FORD 8 special Alpine sports 4-seater, black/red, new battery, taxed year, good condition and performance; £150 or offer.—Box 2958.

MERCEDES-BENZ supercharged 38/250, 2-3-seater, white, mechanically sound, present ownership 3 years, specialist maintained, private enthusiast; selling at £595; part exchange 3-litre Bentley considered.—Johnson, "Chequer Trees," Crow Hill, Limpley Stoke, Bath. [4124

MERCEDES-BENZ saloon, ex-German Embassy, 38.4hp. body by Freestone & Webb, exceptional car in first class condition.—Box 2776. [3329

125 mph Alta sports 2-seater, certain club race winner, numerous other really fast sports cars.—Anthony Crook Motors, Caterham Hill, Surrey. Tel. 466. [3435

FORD 10 Trials Special, built by T. C. Harrison, successful, reliable and roadworthy; doors and hood; taxed year; £285.—Brown, 93, Ormerod Rd., Burnley. Tel. 3032. [3634

EXCEPTIONAL Wolseley Hornet drop head coupe; in previous owner's hands since 1936; many expensive modifications including Martlet racing pistons and large sump; £170.

THE FORGE GARAGE (PETERSHAM), Ltd., 192, Petersham Road, Petersham, Surrey, Richmond 1854. [3707

RALLY Special 10hp 2-seater sports model, engine and body in fair condition, 5 new tyres, first registered in England 1934, owner going abroad, must sell this week; nearest offer to £100.—Tel. Pinner 6584. [4369

TALBOT 105 1932 Fox Nicholls team car, fitted with owner-designed 2-4-seater body, in good condition. Manual racing box, good hood, aero and fold-flat screens, good tyres, engine requires detail attention; only £125.—Below.

SUNBEAM o.h.c. 3-litre, fitted with Austro Daimler 2-seater body and radiator, rebuilt, registered 1949, £10 tax, excellent hood, tonneau, tyres, new wheels; £225.—Bradford, Minver Cottage, Rake, Hants. [3538

SPEEDSTERS, Ltd.—A.C. 1935 Greyhound Speed Model with most attractive 2-door sports saloon body, engine and chassis overhauled, new exhaust system, new tyres, recellulosed grey, built-in jacks, 16hp 6-cylinder ohc, full ration, a most creditable and fast sports car; £295.

SPEEDSTERS Ltd.—Offices at Old Straddles, Cross Oak Lane, Salfords, nr. Redhill, Surrey. Horley 628. 28 minutes from Victoria. [2932

VERY successful trials car, winner Knott Trophy Trial, 1949, 1,500 cup, etc., perfect condition, first registered 1949, basically Ford 10, Centric supercharger, I.F.S., telecontrol, 30 mpg, full road equipment, ready for entry in coming events, owner lacks time to compete.—Reasonable offers to Marshall, Shellingford, Faringdon, Berks. [4157

1938 3½-litre S.S. 100 competition 2-seater, cellulose ivory and red in unmarked condition, bronze cylinder head and special outside exhaust system, tyres, hood and side screens in first-class condition, a car with a terrific acceleration and outstanding performance, yet docile to handle in traffic; an opportunity to obtain a really fast car at a moderate price; £465.—Birkett Motors, Ltd., 72-74, High Rd., South Woodford, E.18. [4047

ALFA-ROMEO 17-50 s.c. Zegato 2-seater, 2.3 s.c. foursome, fixed head; Aston Martin Le Mans short chassis; Ulster 2-seater; Riley Brooklands, choice of two; Hotchkiss Paris Nice 1936 sports saloon; Delahaye April, 1939, 135 M3 carburettor sports saloon; Bugatti Type 37 Grand Prix; Type 40 2-seater, choice of two; Type 43A 2.3 s.c. Roadster; M.G. TC May, 1947, specially tuned; Talbot 110 road-racing record car; Mercedes 1938 supercharged 540K; 2-seater A Type streamlined coupe, ivory.

CHIPSTEAD MOTORS, Ltd., The Onslow Garage, 197, Fulham Rd., London, S.W.3. Flaxman 0052. [3826

Sports Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase sports cars.—320, Euston Rd., N.W.1. Euston 1212. [0972

ROWLAND SMITH'S the sports car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0987

CHARACTER CARS

URGENTLY require to purchase vintage sports cars. Please send details and photograph to the address below for immediate attention: distance immaterial.

CHARACTER CARS, Queens Garage, Queens Rd., Wimbledon, S.W.19. 10 minutes Wimbledon Station (S.R and District). [1798

Sports Cars Wanted

ALVIS 12/50 or similar, state vintage, particulars and price.—33, High St., Melton Mowbray. Tel. 533. [3469

CHARLES RICKARDS, Ltd., wish to purchase Sports Cars in really good condition.—56, Bayswater Rd., W.2. Paddington 1820. [3618

Sports Cars Spares and Service

AUTOMENDERS are enthusiastic repairers, tuners and modifiers.—Automenders, Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0755

S.S.

1935 S.S.I tourer 4-seater; £125.—Montroe Motors, 91, Epping New Rd., Buckhurst Hill. Buc. 5175. [4263

195 gns.—S.S.I 1935 16hp Airline sports saloon, black, sliding head, blue leather, 2 spare wheels, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4096

S.S. Cars Wanted

ROWLAND SMITH'S, the S.S. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0988

STANDARD 8

PALMERS MOTORS offer:—

1948 Standard 8 Tourer, wireless, Ace discs, 11,000 miles, immaculate; £475; exchanges and deferred terms.—53, York St., Twickenham. Popes Grove 1890, 7087. [4066

GLANFIELD LAWRENCE offer:—

1939 Standard 8 saloon, blue, very nice condition throughout; £295.—407, High Rd., N.12. Finchley 0091. [3184

CHARLES RICKARDS, Ltd., the house of standing and repute.

1948 Standard 8 drop head coupe, one owner; grey; 16,000 miles; £500

56 Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [3615

£265 —1939 Standard 8 saloon, excellent runner, clean condition, good tyres.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [4302

1948 Standard 8 tourer, 14,000 miles, condition absolutely immaculate; £465.

RONALD KENT (COACHBUILDERS), Ltd. Coal Wharf Rd., W.12. Tel. Shepherd's Bush 2231. [1791

1946 Standard 8 tourer, black, new tyres; £345.—Allery & Bernard, Ltd., 372 King's Rd., S.W.3. Fla. 7345. [3315

1939 Standard 8 saloon, excellent condition; £295. —Le Grice Elers, 107, Old Brompton Rd., S.W.7. Kensington 2477. [3658

STANDARD 8 1946 de luxe saloon, one owner, as new. Lyne, Frank & Wagstaff, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [3058

CASS'S MOTOR MART.—1946 October Standard 8 saloon, grey, excellent written guarantee.—2, Warren St., W.1. Eus. 4110. [6662

1939 Standard 8 4-str.; carefully used; splendid order; £240.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [3864

1948 (April) Standard 8 tourer, genuine mileage 7,000, black, guaranteed as new; £450.—Harry Nash Motors, Ltd., 348, King Street, Hammersmith, Riverside 2837-8. [3837

SPIKINS (TWICKENHAM), Ltd., offer 1947 (Sept.) Standard 8hp saloon, condition almost as new, low mileage, several extras; £475.—83-101, Heath Rd., Twickenham, Middlesex. Tel. Popesgrove 1035-7. [2336

275 gns.—Standard 8 1939 de luxe saloon, black, brown leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4100

STANDARD 9

1938 Standard 9hp de luxe saloon, black, red leather, an exceptional car; £285.—Vandervell's, 215, Haverstock Hill, N.W.3. Primrose 4441. [3142

WALTER SCOTT, Ltd.—1939 Standard 9 de luxe saloon, black, excellent condition; £295.—39, College Crescent, Swiss Cottage, N.W.3. Primrose 5914. [6931

STANDARD 10

1939 Standard Super 10 de luxe saloon, black, brown hide, clean condition; £310.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [4296

AS new! 1939 Standard 10 saloon, original black coachwork, brown leather, mechanically faultless; 330gns. terms or cash.

DOUGLAS CAR SALES, 24, Dorset Rd., West Green Rd., Tottenham, London, N.15. Stamford Hill 7352. [4196

£285 —Standard 10 1939 4-dr sln de luxe, original cellulose in good condition, excellent mechanically, recon. engine.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066/7. Open Mon. to Sat. 9-6 (50 yrds Holland Park Tube). [3595

£205 —1938 Standard 10 4-door saloon de luxe, carefully used example in superior condition throughout; terms, exchanges.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [4049

1939 Standard super 10 saloon, in excellent condition throughout; £325.—Reeves Motors, Grand Parade, Forty Lane, Wembley. Arnold 3004. [4329

1936 Standard 10/12 saloon, excellent condition, thoroughly reliable, twin carburettors giving exceptional performance, 25 mpg. all petrol; £170. —Stark, 47, Park Town, Oxford. [4160

STANDARD 12

J. DAVY offers:—

1948 (model) Standard 12 drop head coupe, black with fawn leather upholstery, one owner, superb condition, moderate mileage; £725.

J. DAVY CAR SALES, 9, Logan Place, Earls Court Rd., W.8. Western 6493. [4068

H. A. SAUNDERS, Ltd., offer:—

1947 Standard 12 saloon, black/red; £675.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [3746

STANDARD 12

GLANFIELD LAWRENCE offer:—

1947 Standard 12 saloon; £675; immaculate condition.—407, High Rd., N.12. Finchley 0091. [3185

D. J. SHEPHERD and Co. (Enfield), Ltd., offer:—

1939 Standard 12 de luxe sun saloon, i.f.s., black with brown hide upholstery, reconditioned throughout, showroom condition; £450.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [3963

L. F. DOVE offer: 1946 Standard 12, black good condition; £595.—69, Broadway, Wimbledon S.W.19. Liberty 3456. [4194

1936 Standard Flying 12 saloon, cheap; £135.—Montroe Motors, 91, Epping New Rd., Buckhurst Hill, Buc. 5175. [4264

1948 Standard coupe 12hp, in perfect order and condition, under 12,000 miles; £700.—Pearmund, The Cottage, Bayham Rd., Tunbridge Wells. [4158

STANDARD 12 drophead coupe, 1948, 16,000 miles; black, red leather, immaculate condition; full basic; £725; no dealers.—Langham 1833 daily, Beckenham 1047 evenings. [4348

STANDARD 12 saloon finished black with brown leather upholstery 16,000 miles, first registered late 1947; £650.—Jack Olding, Ltd., North Audley St., W.1. Mayfair 5242. [3822

1947 Standard 12 saloon, one owner, black/brown leather, in excellent condition throughout; £675.—Odeon Motors, Ltd., Barnet, Herts. Tel. Barnet 4100 (private exch.). [3136

£295 —1938-9 Standard Flying 12 de luxe saloon, superb condition, interior definitely as new; terms, exchanges.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [3881

STANDARD 14

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

STANDARD 14hp saloon (first registered March, 1948), black with blue leather upholstery and sliding roof, 1,000 miles, perfect motor car; £775.

1948 Standard 14hp saloon, black, blue leather upholstery, mileage 11,000; £775.

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [3799

H. A. SAUNDERS, Ltd., offer:—

1948 Standard 14 saloon, black/red, 6,000 miles; £825.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner) Hillside 0024. [3745

MEBES & MEBES, Ltd. (Est. 1893) offer:—

1939 (March) Standard 14hp de luxe touring saloon, black, maroon hide upholstery, coachwork, mechanical condition and tyres excellent, genuine mileage since new 23,865, in 1949 condition, one owner; £435.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [3732

349 gns.—1939 Standard 14 de luxe saloon, superb condition.—Below.

235 gns.—1937 Standard 14 de luxe saloon, excellent condition.—Autosnips, 5, Balham High Rd., Balham 1509. [4028

STANDARD 14 1947, one owner, low mileage, immaculate condition; £630.—Tel. Richmond 4004. [3545

1948 Standard 14 estate car, 10,000 miles from new, perfect in every respect; £850.

E. H. ORGAN & SONS, Ltd., Banbury Rd., Oxford. Tel. 5437. [4177

1938 Standard Flying 14 saloon, bench type front seat, in excellent condition throughout.

FERRARIS OF CRICKLEWOOD Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad 2234. [4271

1948 Standard 14 saloon, 4,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [3724

1939 Standard Flying 14 de luxe saloon, taxed, guaranteed; £290; payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7760 [4056

1948 (October) Standard 14 saloon, black/brown, one owner, exceptionally clean, low mileage; £775.—Tice & Son, Ltd., 723, Wimborne Rd., Bournemouth. Winton 2000. [4133

1948 (Nov.) Standard 14hp de luxe saloon, grey, with blue leather, genuine 4,900 miles; £750.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [2939

STANDARD 16

1935 Standard 16, in exceptionally good condition, fitted Radiomobile wireless, taxed year, seen London; £250.—Write Box 2978. [4342

STANDARD 16 saloon, black, May, 1936, taxed, £50 just spent engine, paintwork, all petrol; £185.—12b, Victoria Rise, Clapham, S.W.4, after 4 p.m. [3559

STANDARD 20

1936 Standard 20hp 7-seater saloon, in very good condition; £345.—F. G. Barnes & Sons, Ltd., Woodbridge Garage, By-Pass Road, Guildford. Tel. 3355-6 [3550

STANDARD VANGUARD

MCKINNON MOTORS, Ltd., offer:—

1949 (Mar.) Standard Vanguard saloon, grey, red cloth upholstery, radio, heater, taxed Dec., one owner, mileage 5,000; £985.

MCKINNON'S, "Langham House," 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 3404. [3528

1949 Standard Vanguard saloon, 5,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [3720

ORDER your new Vanguard from Albert Farnell, Ltd., and be assured of prompt and efficient service.—75, Manningham Lane, Bradford. Tel. 28827-8. [0214

1949 Standard Vanguard, green metallic cellulose, red interior, fitted radio and heater, very low mileage, spare unused, absolutely as new; £945.—Acres Autos, 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4 (2 minutes from Clapham North Underground). Te's. Macaulay 5762 and Mai. 2873. [3760

STANDARD VANGUARD

1949 (March) Standard Vanguard, 3,800 miles, faultless; £925.—Bruce France, 8A, Cromwell Mews, South Kensington. Fla. 0513. [3650

STANDARD MISCELLANEOUS

CAR MART, Ltd.

1948 Standard 12 drop head coupe, 7,000 miles; £825.

1948 Standard 14 saloon, 5,000 miles; £850.

1947 Standard 14 saloon, radio, 12,000 miles; £745.

1949 Standard Vanguard saloon, 6,000 miles.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [4011

GORDON CARS (LONDON), Ltd.—1949 Standard Vanguard saloon, bronze-brown cloth, 6,500 miles, radio.—Below.

GORDON CARS (LONDON), Ltd.—1948 Standard 14 saloon, black-red leather, 11,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [3817

CARRS AUTO SALES, Ltd. Croydon-Purley area distributors always have low-mileage Standard and Triumph cars available.—Croydon 6088. [0052

TANKARD & SMITH, Ltd., offer the choice of many Standard 8s, 10s and 12s from their vast stock of over 200 used cars all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3.

Standard Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 3434. [0973

RS

ROWLAND SMITH'S, the Standard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0989

STANDARD saloon, post-war.—Mac, 12, Bramble-down Rd., Wallington, Surrey. Wallington 6397. [4164

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181

LIGHT CAR Co., of Derby, require: 1947-8 Standard 14 saloon.—The Motor Showrooms, Derby. Tel. 3658. [2925

STARNES MOTORS, 103, Cricklewood Broadway, N.W.2, require modern Standard cars in really good cond.; cash or exchange.—Tel. Gla. 2480. [0431

URGENTLY wanted, good condition Standard cars.—Brown's Garage, 3 minutes Loughton Tube Station, 190, High Rd., Loughton, Essex. Loughton 4119. [2757

Standard Spares and Service

S & T

SERVICE and spares for all models.

MANUFACTURERS' largest stockist in Britain of Standard and Triumph spares and service exchange assemblies.

STANDARD & TRIUMPH SALES, Ltd., London Distributors, Junction Boundary Road and Abbey Road, St. John's Wood, N.W.8. Maida Vale 9114 (10 lines).

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439. [0166 [0301

REPAIRS and service for Standard and Triumph cars by the Standard agents.—Kelross Garage, Highbury Gardens, N.5. Canonbury 6190. [0294

STANDARD spares for all models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464) and Prince's Drive, Colwyn Bay (Tel. 3522). [0359

SPARE parts by return of post; quote commission number of car when ordering.—Whites Garage, Ltd., Standard and Triumph Car Distributors, Grimsby. Tel. 5486. [0475

BROCKHURST GARAGE.—Harrow agents for Standard Triumph; sales service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0255

STANDARD spares, large stocks.—Post your enquiries to Northdown Motor Co., Northdown Rd., Margate, distributors of Standard Vanguard and Triumph cars for Isle of Thanet. Tel. Margate 1182 [7918

K. J. MOTORS, Ltd., have available for immediate delivery reconditioned engines and vast stocks of spares for all models, the Standard specialists for over 25 years.—137-149, Widmore Rd., Bromley, Kent. Ray. 3456-7-8-9. [0367

HALLS (Finchley), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines guaranteed 3 months; Girling-Bendix stockists.—Arcadia Av., Finchley, N.3. Finchley 5908-9. [0002

BROADFIELDS GARAGE & ENG. Co., Ltd., North London Standard specialists; comprehensive stock of spares; write or telephone; enquiries given prompt attention; collection and delivery North London, and despatch to any part of country; Rotofio shock absorber distributors; sole distributors for Perfit loose seat covers in Bedford cord, felt and worsted weave; prices and patterns on application; large stocks in various colours. —Standard House Cockfosters, Herts. Tel. Barnet 7301-2-3. [0316

STEYR

PERFORMANCE CARS, of 21, Daleham Mews, N.W.3 (Hampstead 8707). See under sports cars. [4260

STUDEBAKER

COOMBS & SONS (GUILDFORD), Ltd. offer:—

1936 (July) Studebaker President 30hp Salmons cabriolet, black; £250.—Portsmouth Rd., Guildford. Tel. 62907. [7577

1935 Studebaker drop head coupe, 42,000 miles.—Tel. Oxted 463. [3681

STUDEBAKER Dictator, Oct. 1937, Salmons drophead coupe, radio; requires rebore; £95.—117, Meadow St., Sheffield, 20282. [4350

CASS'S MOTOR MART.—1938 Studebaker Commander 26hp saloon, grey, radio, recently overhauled and reconditioned; written guarantee.—5, Warren St., W.1. Euston 4110. [2617

1949 Studebaker Landcruiser saloon, full de luxe equipment, low mileage, immaculate condition; £2,175.—Sidney Marcus, Ltd. 33, Sloane St., S.W.1. Tel. Sloane 3557-6970 [2329

STUDEBAKER

1940 Studebaker President saloon, overdrive model, steering column gear change, excellent condition; £395; terms, exchanges.—Cambridge Motors, 36-40, Fore St., Edmonton, N.18. Tel. Tottenham 5580. [4385

Sunbeam Spares and Service

CROWN wheels and pinions for all Sunbeam models, state ratio.—Barlow & Chidlaw, Ltd., Pendleton, Manchester. [2668

SUNBEAM-TALBOT

CAR MART, Ltd.

1948 Sunbeam-Talbot 90 sports saloon, 5,000 miles; £1,285.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [4012

TOM GARNER, Ltd., offer:—

1949 Series Sunbeam-Talbot 90 sports saloon, gunmetal with grey leather, heater, etc.; 7,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [3601

WARWICK WRIGHT, Ltd., offer:—

1948 Sunbeam-Talbot 80 saloon, gunmetal grey, grey leather, 7,000 miles; £1,225.

1948 Sunbeam-Talbot 2-litre saloon, ruby, maroon leather, 8,000 miles; £1,050.

1949 Sunbeam-Talbot 90 saloon, black, buff leather, 7,000 miles; £1,295.

1948/9 Sunbeam-Talbot 90 saloon, silver green, beige leather, 7,000 miles; £1,325.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [4022

WADDINGTON MOTORS, Ltd., offer:—

SUNBEAM-TALBOT 80 saloon, 8,000 miles, genuine as new; £1,125.—Fortune Green Rd., N.W.6. Ham. 2211. [4292

1949 Sunbeam-Talbot 90, excellent condition; low mileage; radio; £1,195.

1948 Sunbeam-Talbot 10, beautiful condition; £795.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 0254. [4179

CAMDEN MOTORS, Sunbeam-Talbot specialists; see our full-page advertisement in this issue.

CAMDEN MOTORS, Sunbeam-Talbot specialists; our stock of fully guaranteed used Sunbeam-Talbots is without equal in the country.

CAMDEN MOTORS, Sunbeam-Talbot specialists; every car ready for immediate inspection, trial and purchase.

CAMDEN MOTORS, Sunbeam-Talbot specialists, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115.—Write for 18-page, post-free stock list of over 250 fully guaranteed used cars; easy and confidential hire-purchase facilities; part exchanges, cars delivered free anywhere in the United Kingdom; near main line L.M.S. station; frequent trains from Euston and Watford take only 50 minutes, or by road just under 4 miles off main A5 Watling St. Fares refunded to purchasers from any part of the country. [4287

1939 Sunbeam-Talbot 10 drop-head, very attractive condition, metallic grey; £385.—Tel. Elmbridge 2754, evenings Elmbridge 7862. [4261

1949 Sunbeam-Talbot 90, finished satin bronze, red leather; £1,175.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [1816

1947 Sunbeam-Talbot, polychromatic grey, grey upholstery, immaculate condition; £765.—G. & R. Garages, Ltd., 33, Victoria Rd., Surbiton. Elmbridge 4383. [4225

SUNBEAM-TALBOT 90 saloon finished satin bronze with maroon leather upholstery, first registered March, 1949; £1,375.—Jack Olding, Ltd., North Audley St., W.1. Mayfair 5242. [3825

1949 Model 90 saloon, satin bronze, red leather, 13,000 miles, but absolutely as new; B.M.T.A. permission to sell at controlled price.—T. H. Russell, Ltd., Midhurst (Sussex) 443-4. [3635

SUNBEAM-TALBOT 10hp drop head coupe, gunmetal, new October, 1947, mileage 24,000; price £775.—Manchester Garages, Ltd., Oxford Rd., Whitworth Park, Manchester, 13. Tel. Rusholme 1456. [3854

£475.—1938-9 series 3-litre Sunbeam-Talbot sports saloon, gunmetal finish, virtually spotless and superb mechanically, fully guaranteed; terms, exchanges.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [3886

TANKARD & SMITH, Ltd., offer 1947 Sunbeam-Talbot 2-litre saloon, in opalescent grey with leather to match, very clean car in first-class condition mechanically, moderate mileage, £775, three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801/2/3. [3609

£595.—Sunbeam-Talbot 3-litre 20hp de luxe saloon, magnificent pre-war expensive motor car which would cost now in excess of £1,300, whole vehicle in exceptional condition, reputed single owner maintained this vehicle perfectly, speedometer reads 32,000, and whole vehicle gives the impression of having done less mileage, special ride control de luxe comfort, chrome wheel discs, twin hooters, etc.; this vehicle compares favourably with a £1,000 motor car; comprehensive 3 months' written guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Caxton Rd., N.22. Bowes Park 4144, 4297. [4212a

Sunbeam-Talbot Cars Wanted

ROWLAND SMITH'S, the Sunbeam-Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0990

CASH immediately for good Sunbeam-Talbot.—H. F. Edwards, 28, Upper High St., Epsom 9400. [3988

CHARLES RICKARDS, Ltd., wish to purchase good pre-war Sunbeam-Talbot cars.—56, Bayswater Rd., W.2. Paddington 1820. [3620

CRIPPS OF NOTTINGHAM urgently require all models Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel. 44558. [0462

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0089

Sunbeam-Talbot Cars Wanted

ROOTES, Ltd.,

DISTRIBUTORS,

REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0111

Sunbeam-Talbot Spares and Service

NORTH and Central London.

CATTERMOLES (GARAGES), Ltd., for Sunbeam-Talbot spares, sales and service.—78-89, Pentonville Rd., N.1. Terminus 1001-7. [0365

ARMITAGE MOTORS (WESTMINSTER), 213-219, Broadway, Wimbledon, and Wilton Mews, S.W.1. Liberty 4390. [6874

CROYDON'S Sunbeam-Talbot spares specialists.—Manton Motors, Ltd., 23-27 and 37-39, Shirley Rd., Croydon. Addiscombe 6051-4. [0519

TALBOT

CHIPSTEAD MOTORS, Ltd.—See under Sports Cars column advert. No. 3826. [3834

R. F. FUGGLE, Ltd., offer for sale the following Talbot cars, all of which have our absolute recommendation:—

1936 105 Speed sports saloon.

1935 110 James Young 2-door saloon.

1935 Long 75 6-light saloon.

1933 95 6-light saloon.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel 1685. [1314

1934 Talbot 105 foursome drop head coupe, taxed, guaranteed; £180; payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7780 [4058

345 gns.—Talbot 10 1938 model foursome drop head coupe, black, blue leather, wheel discs, excellent condition; terms, exchanges.—Rowland Smith, below.

225 gns.—Talbot 1934 21hp 105 Speed sports 4-seater, blue, blue leather, preselector, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4097

1935 105 sports tourer, laid up many years, total mileage 54,000, recently overhauled, tyres, hood and paintwork new, car for the connoisseur; £375.—Campbell Symonds, Wembley 6262 [1276

1938 Talbot 10 pillarless saloon, perfect condition, reconditioned engine and generally overhauled, metallic grey, laid-up during war; £350.—Tel. Elmbridge 2754, evenings Elmbridge 7862. [4262

WALTER SCOTT, Ltd.—1937 (May) Talbot Speed 105 saloon, black, beige hide, 35,000 miles only, synchromesh, Andre telecontrols, Philco radio, and many other extras, looks and runs as new; £575.—39, College Crescent, Swiss Cottage, N.W.3. Primrose 5914. [6560

1933 Talbot 14hp (fitted 1935 engine and gear box), large 6-seater saloon with fold-back front seat, colour dark blue, preselector g. box, recently overhauled and fitted new bearings, well kept car, four good tyres; taxed to end of March with all coupons; price £85.—W. A. Brown, Undertaker, Llantwit Major, Glam. [3640

FOR sale, 1934 Talbot 105 sports saloon, grey, taxed, mileage 65,000, laid up 1939 to 1946, engine since been sleeved and fitted with new pistons, new Zenith carburettor, radiator, water pump, petrol tank, body like new, recently repainted, mileage since re-sleeving 2,000; owner taking delivery of new car; £375.—Apply Cornall, Lake Hill, Bury, Lancs. [3544

£295.—An elegant Talbot Seventy-Five 4-door 5-seater sportsman's special bodied saloon, in such condition that its appearance truly belies the year. Although a 1935 model the sweeping lines give that modern appearance. Exterior coachwork is in metallic bronze, interior upholstery is in excellent condition, and the car is fitted with such features as Special 15 sprung steering wheel, rev. counter, 100 m.p.h. speedometer, special gauges, knock-on wheels, twin Lucas passlights, twin loud/soft chorded horns, smokers companions, and every conceivable luxurious device. Mechanically the car leaves little to be desired, giving a magnificent ride at consistently high cruising speeds. Offered with a three month's written guarantee, this particular Talbot cannot fail to appeal to enthusiasts seeking a really good example of first-class British coachbuilt workmanship.

CAMDEN MOTORS, Lake Street, Leighton Buzzard, Beds Tel. 2381 and 3115. Write for our 18-page post free stock list of over 250 fully guaranteed used cars. Easy and confidential Hire Purchase terms, part exchanges. Cars delivered free to any part of the United Kingdom. Near main line L.M.S. station, frequent trains from Euston and Watford take only 50 minutes, or by road just under 4 miles from main A.5 Watling Street. Fares refunded to purchasers from anywhere in the country. [4276

Talbot Cars Wanted

ROWLAND SMITH'S, the Talbot buyers.—Hampstead High St (Hampstead Tube). Ham. 6041. [0991

TRIUMPH

J. DAVY offers:—

APRIL 1948 Triumph Roadster, black with beige hide upholstery, Clayton heater, many other extras, £925; also town and country saloon, January, 1949, black with beige hide upholstery, Clayton heater one owner, small mileage; £1,025.

J. DAVY, CAR SALES, 9, Logan Place, Earls Court Rd., W.8. Western 6493 [2635

TRIUMPH

CAR MART, Ltd.

1948 Triumph 1800 Town and Country saloon, 6,000 miles; £1,125.—Car Mart, Ltd., 150, Park Lane, W.1. [4015

NEWNHAMS, Ltd.

1947 1800 Roadster, grey with blue low mileage

1946 1800 Razor Edge saloon, black with fawn, one owner, carefully used.

1937 14/60hp Vitesse sports saloon, black with red, exceptional car.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [2308

TOM GARNER, Ltd., offer:—

1948 Triumph 1800 razor edge saloon, black with beige hide, heater, etc.; 8,000 miles.

TOM GARNER, Ltd., 10-12 Peter St., Manchester, 2. Blackfriars 9265-6. [3602

LAYTONS OF OXFORD offer:—

£795.—1947 Triumph razor-edge saloon, fitted with radio and other extras, whole car in in immaculate condition throughout.

LAYTONS, New Rd., Oxford. Tel. 3381. [3579

ACLAND & TABOR, Ltd., offer:—

1948 Triumph 1800 razor-edge saloon, 17,000 miles, black, brown leather, new condition; £975.

APPLY North Road Garage Welwyn. Tel. Welwyn 481. [3701

HAROLD RADFORD & Co., Ltd

1948 (July) Triumph Roadster in grey with blue leather upholstery 7,500 miles, in first-class condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [8264

McKINNON MOTORS, Ltd., offer:—

1949 (Feb.) Triumph 1800 14hp razor edge saloon, black, beige leather throughout, radio, taxed full rate Dec., 1950, one owner, 6,000 mileage only, record showing correct maintenance; a real specimen; £1,195.

McKINNON'S, "Langham House," 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 5404. [3529

KEVILL-DAVIES & MARCH, Ltd., offer:—

1949 Triumph Roadster, beige and brown one owner, B.M.T.A. covenant.

41-42 Hay's Mews, Berkeley Square, W.1. Grosvenor 2563. [3661

GUY SALMON AUTOMOBILES, Ltd., offer:—

1948 Triumph Roadster, fitted heater, radio and Fram filter, in outstanding condition; £885; another 1947; £795.—Portsmouth Rd., Thames Ditton, Emberbrook 4343. [3505

D. J SHEPHERD & Co. (Enfield), Ltd. offer:—

TRIUMPH 16hp Vitesse sports saloon, first registered 1939, black with green hide interior excellent condition throughout; £395.—D. J. Shepherd & Co (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1651

1948 (November) Triumph 1800 razor edge saloon, 1 owner, 7,000 miles; £1,050.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5. [3954

1938 Dolomite 14hp sal., in excel. condition.—96, Upland Rd., Dulwich, S.E.22. [3628

GORDON CARS (LONDON), Ltd.—1949 Triumph 2,000 Roadster, green-red leather, 14,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1948 Triumph 1,800 razor-edge saloon, black, 11,000 miles.—Gordon House, 375, Euston Rd., N.W.1. Euston 6611. [3818

CASS'S MOTOR MART.—1948 Triumph Roadster black, written guarantee.—5, Warren St., W.1 Euston 3523. [9298

1948 Triumph 1800 Roadster, grey, in perfect condition, 6,700 miles only, fitted radio, one owner; £875.—Below.

1949 2,000 Roadster, excellent condition, grey, 10,000 miles; £975.

CARR'S AUTO SALES, Ltd., 2, South End, Croydon. Tel. Croydon 6088. [4376

1948 Triumph Roadster, grey, upholstery blue, 6,000 miles approx., good condition; bargain.—Stepney Green 1772. [3575

ROSE & YOUNG, Ltd., offer: 1947 Triumph razor-edge saloon; £845.—65-69, Sternhold Ave. Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [4042

1939 Triumph (May) 14 black saloon, with radio, and in splendid all-round condition; H.P. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [4040

£795!!!—June, 1947, Triumph 1800 Roadster, black, fawn leather, low mileage, outstanding appearance and mechanical order, radio and other luxuries; open to any examination; fully guaranteed in writing.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 3115 and 2381. [4285

14hp Triumph razor-edge saloon, 1949 model, 3,700 miles only, one owner, car fitted H.M.V. radio, interior heating system; £1,195.—Recommended by Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [3948

1949 Triumph saloon, 4,000 miles only, indistinguishable from new, immaculate grey cellulose, interior upholstery best quality hide, a perfect specimen; £1,075.—Carr Bros. Garages, Ltd., Purley, Uplands 4811-2-3. [3795

1934 Triumph Gloria 13hp saloon, in Cambridge blue, blue leather interior; this car was recently overhauled by its previous owner and must be seen to be appreciated; £145; exchanges.—Harold Webb Motors, Ltd., 336-340, High Rd., Ilford. Tel. Ilford 3151. [3776

TRIUMPH

1949 (March) Triumph Roadster, model 2000, heater, radio and many extras, green with red leather, 9,000 miles only absolutely new: £1,075.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [4273

TRIUMPH 1800 razor-edge saloon, mileage under 10,000, just off covenant, perfect condition throughout, H.M.V. radio, Clayton heater, defrosters, tyres good, tools unused, taxed; price £1,200 or near offer.—M. T. Coon, Ditton Court, Maidstone. [3569

1938—9 Triumph Dolomite 2-litre drop head coupe, foursome, reconditioned in black, new mohair hood, perfect mechanically, a really immaculate car in 1950 condition; £450.—Reeves Motors, Grand Parade, Forty Lane, Wembley. Arnold 3004. [4328

950 gns.—Triumph 1800 1948 razor-edge 4-door saloon, gunmetal, grey leather, H.M.V. radio, Arnott low pressure supercharger, heater, demister, small mileage, very carefully used, exceptional condition, taxed; terms, exchanges.—Rowland Smith, below.

850 gns.—Triumph 1800 July, 1947, Supercharged Roadster, apple green, leather upholstery, Nordec blower, Notek lamps, good tyres, one careful owner, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4098

£495.—Triumph 14hp Dolomite saloon 1939, coachwork is most outstanding, finished in suede green, leather interior and fittings in immaculate condition, its clean elegant lines cannot fail to appeal to the discriminating buyer seeking appearance combined with high average speeds with complete safety and comfort.—See Below.

£215.—Triumph Gloria 16hp saloon 1935, finished in blue with leather upholstery to match, the clean condition of this car throughout would indicate very considerable care and regular servicing at the hands of its previous owner, tyres good, spring steering wheel, optional free wheel, modern attractive car by any standards, we welcome any trial or inspection.—CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Write for our 18-page post free stock list of over 250 fully guaranteed used cars. Easy and confidential hire purchase terms, part exchanges. Cars delivered free to any part of the United Kingdom. Near main line L.M.S. station, frequent trains from Euston and Watford take only 50 minutes, or by road just under 4 miles from main A 5 Watling Street; fares refunded to purchasers from anywhere in the country. [4280

TRIUMPH Dolomite special Roadster model, 1½-litre 4-cyl 14-65 model, magnificent looking bodywork unusually contrasted in black and silver, most carefully maintained by previous owner, it would be difficult to describe this vehicle other than by stating it would suit any fastidious motion picture celebrity; bargain price £435; comprehensive 3 months' written guarantee; hire-purchase, exchanges.—LAMBS OF WOOD GREEN, Caxton Rd., N.22. Bowes Park 4144, 4297. [4212

1937 (September) Triumph Vitesse 14hp 4-cyl. 4-door sportsman's saloon, finished in black with red leather interior and Dunlopillo upholstery and carpets to match, all as new, aluminium coach-built bodywork, large chrome headlamps and bumpers, a most attractive pride of ownership car with a superior performance over 70 mph and 28 mpg, 200 miles' trial, taxed; £275.—1, Bentley Rd., Manchester, 21. Tel. Chorlton 1288. [4135

Triumph Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Triumph cars.—320, Euston Rd., N.W.1. Euston 1212. [0974

ROWLAND SMITH'S, the Triumph buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0992

POST-WAR Triumph required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0849

LIGHT CAR Co., of Derby, require: 1947-8 Triumph 1800 saloon.—The Motor Showrooms, Derby. Tel. 3658. [2924

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0182

Triumph Spares and Service

S & T SERVICE and spares for all models.

MANUFACTURERS' largest stockist in Britain of Standard and Triumph spares and service exchange assemblies.

STANDARD & TRIUMPH SALES, Ltd., London Distributors, Junction Boundary Road and Abbey Road, St. John's Wood, N.W.8. Maida Vale 9114 (10 lines). [0397

NEWNHAMS, Ltd.

TRIUMPH specialists; service and spares for all models, including Dolomite type radiator grills.—Newnham House, 235-7-9, Hammersmith Rd., W.6. Riv. 4646 [1539

BASIL ROY Ltd.—Triumph spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733.

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd. Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0355

RESTORE power, performance and improve petrol consumption by replacing your worn camshaft; new camshafts available for all ohv models.—S. A. Coles, Ltd., 364-368, High Rd., Leyton, E.10. [0342

UTILITY CARS

ACLAND & TABOR, Ltd., offer:—

1948 Allard shooting brake, 4,000 miles only, very attractive and well-made body.

APPLY North Road Garage, Welwyn. Tel. Welwyn 481. [3703

WE have a 1949 Bradford de luxe 4-light, make an ideal utility.—Buntings, Harrow 1908. [3781

1949 series Jowett-Bradford de-luxe Utility; low mileage; one owner.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [3673

UTILITY CARS

PHILIP RICKARDS, Ltd., offer:—

1949 Riley 2½-litre utility, mileage 700.—4, Brick St., Park Lane, London, W.1. Gro. 4772/3. [3913

HAROLD RADFORD & Co., Ltd.

1948 (December) Jowett Bradford Utility, 6-light, green and black, 6,300 miles, very carefully maintained.

HAROLD RADFORD & Co., Ltd., specialists in re-designing and building wooden metal-panelled shooting brakes or all-metal Farmality dual-purpose van bodies, etc.; selection in stock for immediate delivery; tel. or call for full details.—Harold Radford & Co., Ltd., Melton Court, South Kensington, S.W.7. Ken. 6642. [3110

1947 Bradford Jowett with utility bodywork, low mileage, very clean; £395.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [1817

1947 (registered) Hillman 10hp Utility, good tyres, faultless runner, maroon rear seats: £350.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [4304

1946 Ford V.8 shooting brake utility van, excellent condition all round, now running on red petrol; first reasonable offer accepted.

JACK STONE & SON, 221, Upper Richmond Rd., Putney, S.W.15. Tel. Putney 1054/5, 2276/7. [3765

HUMBER, first registered 1948, exceptionally fine and roomy utility body; £325.—E. Gomme, Ltd., Spring Gdns., High Wycombe. Tel. High Wycombe 450. [2824

BRADFORD Utility van, February, 1949, guaranteed genuine mileage under 600; price £525.—R. S. Mead, 42, Queen St., Maidenhead. Tel. Maidenhead 2642. [2992

1948 (June) Jowett utility, black, low mileage, almost like new; £475.—Bells Service Garages, 144 London Rd., Kingston-on-Thames. Kingston 1185. [4275

1946 Bradford Utility, body by outside coach-builders, 4-seater, beige/brown finish; £360.—Odeon Motors, Ltd., Barnet, Herts. Tel. Barnet 4100 (private exch.). [3138

BEDFORD utility shooting brake, 1947, thoroughly conditioned and repainted; in excellent order and repair; offers over £500.—J. K. Bibby, Friars Park, Backford, nr. Chester. [3644

1947 (Nov.) Hillman Minx Estate car genuine mileage 10,000, maintained and carefully used only by ourselves.—R. F. Fuggle, Ltd., Bushey Heath, Herts. Tel. 1685. [1315

ALLARD 1948 Utility, one owner, mileage 6,000, condition practically as new, runs on commercial petrol; £700 or near offer; advertiser has just obtained delivery new car ordered 1946!—Box 2977. [4341

JOWETT Bradford Utility van, 1948, fitted side windows, and clear van floor, grey/brown upholstery, 4,200 miles only, unblemished, guaranteed; £525.—Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [3950

CENTRAL GARAGE, Croydon, offer 1948 Jowett Bradford utility de luxe, finished buff speedometer reading 13,000; £535; also 1948 Jowett Bradford utility, speedometer reading 16,000 miles; £385.—Central Garage. Tel. Croydon 7464. [3181

PACKARD shooting brake, completely reconditioned engine, in excellent mechanical condition throughout, fitted May, 1949, with luxurious coachbuilt 6-seater body, fitted cloth head lining and upholstered in Bedford cord, really magnificent, £10 tax; £425.—Crosby Hotel Garage, Normanby Rd., Scunthorpe. Tel. 2970. [3853

DODGE 1938 20hp 7-seater shooting brake, chassis overhauled and body rebuilt last year at cost of over £150, all tyres as new, chauffeur kept, one owner since new and guaranteed mileage 36,500, licensed for year; offers over £400 invited.—For inspection and trial and further particulars apply C. F. Swain, Arran Estate Office, Brodick, Scotland. [4176

Utility Cars Wanted

ROWLAND SMITH'S, the Utility car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0993

POST-WAR 10-20hp utility car wanted of good make, small mileage essential.—Particulars to Anglor, 140, Golders Green Rd., London, N.W.11. [0533

VAUXHALL 10

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

VAUXHALL 10hp saloon, first registered August, 1947, colour biscuit brown, very fine motor car; £595.

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [3803

£325.—Vauxhall 10 1939 4-dr sln, an excellent car mechanically, good interior, choice of 3.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066/7. Open Mon. to Sat. 9-6 (50 yrds Holland Park Tube). [3592

1947 (June) Vauxhall 10 de luxe saloon, genuine mileage 15,000, black, equal new; £635; exchanges.—Harry Nash Motors, Ltd., 348, King St., Hammersmith. Riverside 2837-8. [3838

VAUXHALL 12

HA. A. SAUNDERS, Ltd., offer:—

1947 (Dec.) Vauxhall 12 saloon de luxe, 10,000 miles; £735.

HA. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [3748

1939 Vauxhall 12hp saloon de luxe, maroon, brown hide, in excellent condition; £345.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [1808

NAYLOR & ROOT, Ltd.—1948 Vauxhall 12 saloon; black, brown upholstery; 11,000 miles; genuine bargain; £695. Three months' guarantee. Choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [3860

VAUXHALL 14

DICKS CAR SALES offer:—

1948 Vauxhall 14 saloon, low mileage, radio, definitely unmarked; £775.—Below.

1939 Vauxhall 14 saloon, specially recommended, well above average; £425.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [4237

£145.—1936 Vauxhall 14 4-door saloon, very good running order; terms, exchanges.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [4052

1937 Vauxhall 14 de luxe saloon, overhauled by Shaw & Kilburn, any trial; £275.—Sloane 4353. [2702

239 gns.—1938 Vauxhall 14 touring de luxe saloon, excellent condition.—Autosnips, 5, Balham High Rd., Balham 1509. [4026

VAUXHALL 14hp J type saloon, first registered 1948, small mileage.—Hazlemere Motor Co. (W/A), Ltd., Waltham Cross 2275-6-7. [3873

£295.—1938 Vauxhall 14hp saloon, immaculate throughout.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. [3928

1937-8 Vauxhall 14 touring de luxe saloon, immaculate condition throughout; £275; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [4306

MAKIN & HARRISON, Ltd.—1939 Vauxhall 14hp saloon, low mileage, immaculate throughout; £435.—492-6, Chiswick High Rd., W.4. Chiswick 0556. [4211

1936 Vauxhall 14 saloon, in immaculate order; £225.—Herbert & Mills, Church Rd., Ashford, Middx. Tel 2960. [2989

1946 Vauxhall 14, black, brown leather, 20,000 miles; £650.—L. F. Dove, Ltd., Guildford Rd. and White Rose Lane, Woking, Surrey. Woking 1282. [3583

£195.—1938 Vauxhall 14 saloon de luxe, very good running order and regularly serviced vehicle in attractive condition throughout, excellent tyres; terms, exchanges.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [4048

VAUXHALL, WYVERN & VELOX

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

VAUXHALL Wyvern saloon, first registered October 1948, mileage 4,800 only, colour black, cloth upholstery, an excellent motor car in every respect; £835.

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [3804

HA. A. SAUNDERS, Ltd., offer:—

1948 Vauxhall Wyvern saloon de luxe, 4,720 miles; £845.

HA. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [3747

WARWICK WRIGHT, Ltd., offer:—

1948 Vauxhall Wyvern saloon, black, fawn cloth, 9,000 miles; £845.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [4025

CHARLES RICKARDS, Ltd., the house of standing and repute.

1949 Model (Oct. 1948) Vauxhall Velox saloon, black, 6,500 miles; one owner; built-in radio; £845.

56, Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [3614

VAUXHALL Velox 1949 saloon, 8,000 miles, as new; £865.—Lee & Trigg, Ltd., Esher 1234. [4137

VAUXHALL Velox for sale, 1948, unused, out of covenant, petrol coupons.—Woolley, Hatton Heath, Chester. [3846

6200 miles.—1949 (March) Vauxhall Wyvern saloon, black; (trade enquiries only please).—Ernest Sutton, Cleeve Hill (Glos.) 95. [3904

1949 (March) Vauxhall Velox, blue-brown leather, a specimen car; £875.—Odeon Motors, Ltd., Barnet, Herts. Tel. Barnet 4100 (private exch.). [3958

1948 (Dec) Vauxhall Wyvern sal, 8,000 miles, black/brown, ex cond.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [3590

WALTER SCOTT, Ltd.—1949 (February) Vauxhall Velox, black, fawn leather, negligible mileage, as new; £845.—39, College Crescent, Swiss Cottage, N.W.3. Primrose 5914. [2326

1949 Velox, black/fawn leather upholstery, 7,000 miles, faultless condition; £865.—Recommended by H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [3949

1949 (Feb.) Vauxhall Velox saloon, mileage 7,000, colour black, heater, taxed year, whole car immaculate; price £840.—Simm, 19, Bennett Rd., Higher Crumpsall, Manchester, 8. [3456

1949 Vauxhall Velox, blue, low mileage, immaculate, covenant expires March; £830, or with heater and radio £860; car available London.—Write, Connal, Geneva Hotel, Bexhill, Sussex. [1174

VAUXHALL Wyvern, green, 7,000 miles, fitted heater, very exceptional car, choice of two; can be seen and tried at B. J. Hunter, Ltd.; trade enquiries invited.—22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [4182

VAUXHALL 25

1939 Vauxhall 25hp saloon, in good condition throughout; £365.—Elmtrees, Little Marlow, Bucks. Marlow 647. [4143

1940 Vauxhall 25hp limousine, looking as new; £950.—Simpsons Motors (American car specialists), Wembley 3903. [1408

£225 or nearest.—1938 Vauxhall 25 4-door saloon de luxe, immaculate throughout, and in excellent mechanical condition; terms, exchanges.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [4051

VAUXHALL MISCELLANEOUS

VAUXHALL and other makes of used cars in good condition; let us know your requirements.—Tel. Uxbridge 737. Gregory's of Uxbridge. [0039

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

114 Wardour St., W.1. Gerrard 4363. [0017

CAR MART, Ltd.

1947 Vauxhall 10 saloon, radio, 6,000 miles; £685.

1948 Vauxhall Velox saloon, 2,000 miles; £895.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [0014

1946 Vauxhall 12 saloon, reconditioned engine, one owner; £565; also

1949 Vauxhall Wyvern saloon, under 4,000 miles, radio; £895.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466 [3966

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1948 12hp Vauxhall, blue with brown upholstery, reconditioned engine and overhauled throughout.

1947 14hp Vauxhall, blue with brown leather, resprayed, reconditioned engine, radio and heater.

1939 10hp Vauxhall, black with red leather, very exceptional condition, in perfect order.

1948 18hp Vauxhall Velox, low mileage, black with brown leather, completely as new.

ALWAYS a good selection of used Vauxhalls in stock. H.M.L. will purchase for cash all Vauxhall cars, including latest models. [3057

£445.—1947 registered Vauxhall 12 de luxe saloon, impeccable condition, bodywork as new, excellent mechanically, recently overhauled at a cost of £65.—Below.

£395.—1939 J type Vauxhall 14 de luxe saloon, excellent interior, very clean outside, mechanically 100%; comprehensive 3 months' written guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Caxton Rd., N.22 Bowes Park 4144, 4297. [4214

GRAHAM BROTHERS (MOTORS), Ltd., main dealers, 7-15, Peter St., Manchester, 2 (Bla. 9887) always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. [0283

LIMOUSINE 1939 Deluxe Grosvenor, partition, widest forward occasionals, black, mechanical guarantee certificate. £895. Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [3900

Vauxhall Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 3434. [0975

SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

114 Wardour St., W.1. Gerrard 4363. [0018

R

ROWLAND SMITH'S, the Vauxhall buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0994

URGENTLY required, Vauxhall 16, latest type, low mileage.—Scales, 426, Cherryhinton Rd., Cambridge. [3557

BROADWAY MOTOR Co. require good second-hand cars of all makes.—3-13, Russell Rd., Wimbledon. Liberty 2494. [0493

7-SEATERS private Limousines required, cash waiting. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [2887

MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call.—Golly's Garage Ltd 111a, Earls Court Rd., S.W.5. Frobisher 0065 0929. [0479

HAMILTON MOTORS (LDN.), Ltd., Vauxhall main dealers urgently require Vauxhalls of all types.—466-490, Edgware Rd., London, W.2. Call, write or 'phone Paddington 0022. [0699

Vauxhall Spares and Service

BROADWAY MOTOR Co.

WE specialise in service replacement units for Vauxhall 10, 12 and 14hp, etc.

GEARBOXES, differential units, front suspension units, engines, large stocks of Vauxhall spares.

BROADWAY MOTOR Co., 3-13, Russell Rd., Wimbledon S.W.19. Liberty 2494/5/6. Stores: Liberty 6366. Grams' Autospare Wimble. London. [0633

CAC exchange service.

ALL rebuilt Vauxhall/Bedford assemblies exchanged at manufacturers' flat rate repair charges.

COMPLETELY rebuilt and tested Vauxhall/Bedford electrical components, dynamos, starters, distributors, etc., exchange at 50% manufacturers' list price.—Croydon Automobile Co., Ltd., main dealers for all repairs to your Vauxhall or Bedford, Bedford House, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). [0205

FOR Vauxhall mudguards, running boards, 1933-9.—Brooks, 85, Queens Rd., Brighton. [0381

EGHAM MOTOR Co. for Vauxhall cars, spares and service.—Egham By-Pass Egham 131. [0196

BROMLEY & District.—Consult Davis & Hill, Ltd., the local Vauxhall and Bedford spares and service specialists.—Bromley Common. Ravensbourne 2634. [0440

K. J. MOTORS, Ltd.—Replacement engines and vast stocks of all spares and accessories available for immediate delivery.—137/149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0393

VAUXHALL main dealers, specialists in repairs and servicing, immediate delivery of factory rebuilt engines, large stock of spares, also exchange service of reconditioned units, including suspension units.—Kingston Hill Motor Works, Ltd. Tel. Kingston 3116. [3842

VETERAN CARS

RENAULT, Phœnix, Minervia, Brennabor, Cadillac, etc., for sale.

WELHAMS, Veteran Car Specialists, Surbiton Hill Rd., Surbiton. Elmbridge 1875. [0201

VINTAGE CARS

SUNBEAM 20/60 Sports tourer, 1925, in faultless original condition, two previous owners, new hood; £65 for immediate sale.—90, Brighton Rd., Banstead, Surrey. Burgh-Heath 1520. [4359

VOLKSWAGEN

COLBORNE GARAGE Ltd., Ripley, Surrey. Tel. 2361.—Sole distributors for Great Britain. Sales service and spares. [0375

WILLYS

£345.—Willys 16hp saloon, registered 1938, attractively finished in green, bodywork perfect, upholstery and mats immaculate, 100% mechanically sound, twin spotlights fitted, full 6-seater, large luggage compartment, an American car combining comfort and smooth running at reasonable motoring cost.

M.B. MOTORS, 336, New Cross Rd., London, S.E.4. Tideway 3779. [3112

WOLSELEY

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

WOLSELEY 18 saloon (first registered June, 1948), mileage only 9,500, green with green leather and sliding roof, fitted H.M.V. push button radio, an exceptional car; £1,075.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [3128

EUSTACE

WATKINS, Ltd., sole London distributors for Wolseley cars.

1947 Wolseley 25hp limousine, black, black leather front, cloth to rear compartment, 3,000 miles, as new.

1947 Wolseley 12hp saloon, black, brown leather upholstery, 12,000 miles, an immaculate car.

1946 14hp Wolseley saloon, green, brown leather upholstery; one owner; in immaculate condition.

1946 Wolseley 18hp saloon, black, brown leather upholstery, 18,000 miles, one owner.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [3957

J. DAVY offers:—

3000 miles.—October, 1947, Wolseley 14, black with brown hide, new condition; £950.

J. DAVY CAR SALES, 9, Logan Place, Earls Court Rd., W.8. Western 6493. [3347

BROWNS for Wolseleys.

1939 Wolseley 12hp saloon de luxe, immaculate condition, reconditioned engine recently; £445.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [9616

1937 Wolseley 14hp saloon, colour black/blue; £275.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter Street 121. [3772

1939 Wolseley 10 saloon, black/brown leather, one owner, exceptional condition; £475.

HUNGERFORD MOTORS, Ltd., 201-3, Upper Richmond Rd., S.W.15. Putney 0222 and 3360. [3407

BEARTS, of Kingston, Wolseley distributors.—Sales spares and repairs.—102, London Rd Kingston Tel 3348 [0085

1937 Wolseley 12 saloon; very nice order; £280.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [3866

£95.—Wolseley Hornet saloon, 1932, new tyres, thoroughly overhauled.—Scott, 14, Orchard Way, Luton. Tel. 4595. [3638

1939 Wolseley 14 saloon, perfect condition.—Herbert & Mills, Ltd, 75, Gt. Portland St., W.1. Langham 3506-7. [4209

CASS'S MOTOR MART.—1939 Wolseley 16/65 saloon, black, superb condition, written guarantee.—5, Warren St., W.1. Euston 4110. [5088

WOLSELEY 18hp saloon, black, 1937, mileage 40,000, excellent condition; £450; one owner.—S. Harker-Smith, 1, Winchilsea Ave., Newark. Tel Newark 311. [3541

1938 Wolseley 25, immaculate condition, most beautiful appearance, bills can be produced for £158; £395.—James Simpson (Sales), Ken. 3315. [3790

1939 Wolseley 18 de luxe saloon, black with blue leather, exceptional condition; £445.—R. C. Wimbush, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. [3871

WOLSELEY 18 (first registered June, 1939), one owner, clean inside and out; £450.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [3996

5000 authenticated miles.—1948 Wolseley 8 sunshine saloon, black, indistinguishable new; bargain.—Lionel H. Pugh, 13/14, Brooks Mews, W.1. Mayfair 4433. [3693

1936 Wolseley 10 saloon, black, in perfect condition throughout, any trial or inspection; £240.—Wembley Court Motors, High Rd., Wembley. Tel. Arnold 5221. [4245

1937 Wolseley 18 saloon de Ville, really exceptional throughout, completely reconditioned, must be seen; bargain, £345.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [3372

ROSE & YOUNG, Ltd., offer: 1938 Wolseley 25 saloon, black/brown leather; £325.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [4044

£180 offers.—Wolseley Swallow tourer, 1934 (Dec.), very smart cream, good tyres, battery, hood, screens, Burtonwood reconditioned engine.—Gillett, 183a, Maida Vale 4661. [4161

TANKARD & SMITH, Ltd., offer 1939 Wolseley 10 saloon, in opalescent grey with blue wings and leather, one owner since new, an exceptional car throughout, £425, three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801/2/3. [3607

WOLSELEY

1938 Wolseley 14 black saloon; h.p. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954 [3170

6300 miles.—1948 (March) Wolseley 14hp saloon black brown leather; (trade enquiries only please).—Ernest Sutton, Cleeve Hill (Glos.) 95. [3907

275 gns.—1937 Wolseley 14 saloon, 4-door de luxe, reconditioned engine, immaculate car, any trial.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds. Clapham South Tube). Batt. 3117. [3366

WOLSELEY 25hp 7-passenger limousine with division, 1938, one owner, mechanically first-class, bodywork and appearance exceptionally good; any examination invited; £525.—Martin, 149, Leeds Rd., Harrogate. Tel. 81087. [3571

£335.—Wolseley 14-56 model, first registered December, 1938, magnificent motor car, privately owned by taxi proprietor who maintained this vehicle personally, bodywork excellent, interior very good, mechanically just had £75 new Wolseley engine and other expenses of over £125 in total; don't miss this; comprehensive 3 months' written guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Caxton Rd., N.22. Bowes Park 4144, 4297. [4213

LIMOUSINE, 1947/1949, partitioned, black, 25hp, forward occasionals, genuine low mileages, immaculate (£10 tax). Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [3899

Wolseley Cars Wanted

RS

ROWLAND SMITH'S, the Wolseley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0995

POST-WAR Wolseley required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0850

WEYBRIDGE AUTOMOBILES, Ltd., the Wolseley distributors urgently require late-type Wolseley.—Tel Weybridge 233. [0540

BLAKE'S, Wolseley distributors, will purchase any non-Covenant Wolseley car.—110, Gold St., Liverpool, 1. Tel. Royal 6622. [7737

1938 Saloon 21/25hp Wanted sound mechanically, reasonable cost. Letters:—Roberts, 26, Sunny Hill Hendon, N.W.4. [2896

7-SEATER Limousine 1935/20hp—also 25hp Series 3. Details please. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941 [2895

Wolseley Spares and Service

WOLSELEY sales and service.—Ramsay Motors, Ltd., 242-248, High St Barnet 3240. [0707

FOR Wolseley mudguards, running boards, 1935-46.—Brooks, 85 Queens Rd. Brighton. [0388

LARGEST and quickest spares service in the South of England.—Hewens Garages, Ltd., Reading. Tel. 4436. [0207

R. HARDY & SON, 55, Marylebone High St., W.1. Welbeck 1101.—Spares, reconditioned unit service and repairs for all Wolseley models. [9571

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.5 (Flaxman 8181), for Wolseley service. Complete overhaul's coachwork and reconditioned engines. [0277

BROCKHURST GARAGE.—Harrow agents for Wolseley; sales service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0204

MISCELLANEOUS CARS

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RAYMOND WAY, the hire-purchase specialists!

5% discount for cash customers.

200 cars under £300; drive away immediately on our Atomic-on-the-spot-hire purchase system; no fuss, no formalities; no enquiries, every car plainly marked with price and year; top price in part exchange for good vans, cars and motor cycles.

RAYMOND WAY, Canterbury Rd., Kilburn (150 yds Kilburn Park Station, Bakerloo Line). Maida Vale 6044 (10 lines). Hours 9 a.m. to 7 p.m. (week-days).

KING'S AUTOS. King's Autos. King's Autos.

ENGLAND'S easiest hire purchase terms.

LOW deposits, drive away same day.

EVERY car guaranteed for 3 months.

1939 Hillman Minx 10hp de luxe 4-door saloon, recently thoroughly overhauled and resprayed sherry maroon; £335.

1938 Morris 10 4-door de luxe saloon, an immaculate car, in almost perfect condition throughout; £295.

1937-8 Austin 7 Ruby saloon de luxe, 1 owner, original paintwork, fitted Phillips car radio, a genuine car in immaculate condition; £225.

1939 Standard 8 de luxe saloon, just overhauled and resprayed navy blue, blue leather upholstery, an immaculate car; £295.

1936 Riley 12hp 6-cyl 4-door saloon, with sun roof, pneumatic upholstery, new tyres, resprayed deep navy, preselector, immaculate throughout; £235.

1942 Austin 8hp de luxe saloon, just overhauled and resprayed; sacrifice at £315.

1937 Hillman Minx 10hp 4-door de luxe sun saloon, many extras, including twin horns, twin fog lamps, reupholstered, overhauled and resprayed; £245.

ANY car, motor cycle or van taken in part exchange.

KING'S AUTOS. King's Autos. King's Autos.

725.—727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3536 and 3537.

OPEN week-days 9 a.m. to 7 p.m [2596

ROBBINS, 98, Upper Richmond Rd., Putney, always sell good cars; send for list; established 27 years.

HAROLD RADFORD & Co. Ltd., offer exceptional service in sale and maintenance of all cars.—Melton Court, S.W.7. Kensington 6642-3. [7187

Miscellaneous Cars Wanted

ROWLAND SMITH'S, the car buyers.—Hampstead (Hampstead Tube). Open 9-7 week-days. Saturdays. Hampstead 6041 (10 lines). [0996

MARBLE ARCH MOTOR SUPPLIES, Ltd.—Spot cash buyers of all makes and models. HIGH St. Watford. Herts. Tel. Watford 4491. [0185

POST-WAR Humbers and Hillmans purchased for cash. R. S. MEAD, 42, Queen St., Maidenhead. Tel. M'head 2642. [6695

WE are cash buyers of all small h.p. post-war or pre-war cars. Best prices given. THE WARREN MOTOR Co., 353-5, Euston Rd., N.W.1. Tel. Euston 7751. [1866

PRIDE & CLARKE Ltd. offer immediate cash payment for any make or model: quotation by return.—158, Stockwell Rd. S.W.9. Bri 6251. [0734

WANTED privately, American limousine Dodge, '37 preferred, engine condition immaterial, body must be perfect; particulars please.—Box 2632. [2703

MANAGING director in urgent need of second-hand car 10-16hp post-war, low mileage; good price paid for a specimen.—Aldridge Court, Aldridge 52413 (Staffordshire). [3855

RAYMOND WAY, the hire-purchase specialists, are still buying cars of all types and have unlimited cash available.—Canterbury Rd., Kilburn N.W.6. Maida Vale 6044 (10 lines). [2006

CARS wanted, very clean cars, mechanical not important as all our cars are overhauled before offering to public; spot cash waiting.—Colindale Service Station, 155, 157 and 159, Edgware Rd., N.W.9. Tel. Colindale 6122. [3734

NAYLOR & ROOT, Ltd., are cash buyers of Austin 10 Fiat, Ford, Hillman, M.G., Standard, Triumph, Singer, Vauxhall and Wolseley.—25, East Hill, Clapham Junction, S.W.18. Batterses 5272. Open 9-6 p.m. each week-day including Saturday. [5347

ELECTRIC VEHICLES

EMBASSY CAR SALES (ENFIELD).—Main North-East London and County agents for Harbilt electric trucks and vans; a model for all trades; the only electric vehicle to carry a 1-ton payload; full range of 1949 models are available on 2 to 3 weeks' delivery.—For all enquiries and demonstrations apply 9 & 10, Savoy Parade, Enfield. Tel. 2725. [9605

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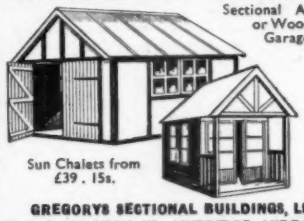

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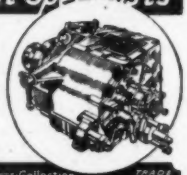

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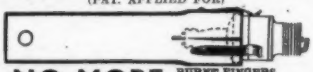

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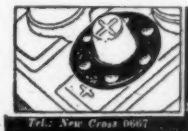

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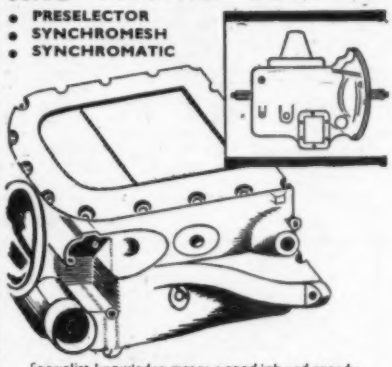

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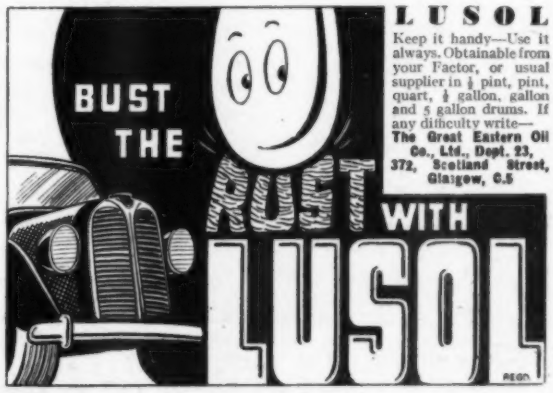

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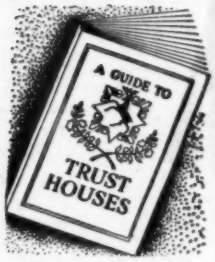

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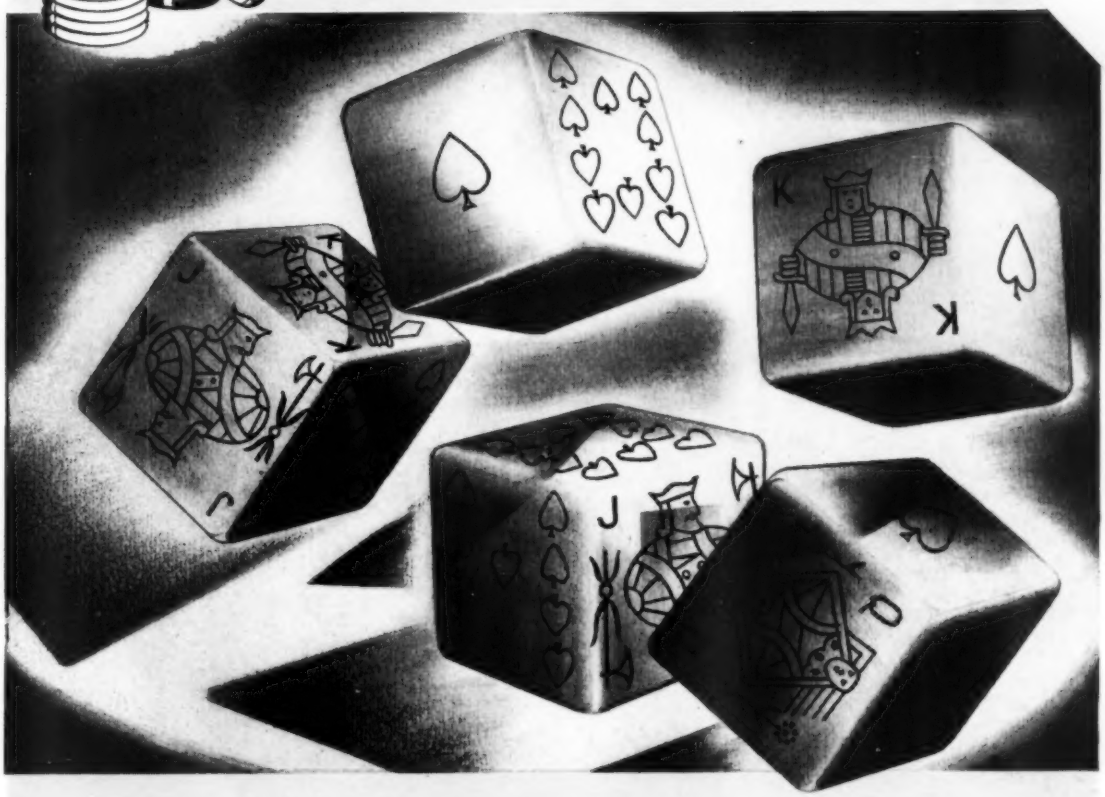

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